

FOREIGN TRADE

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OTTAWA, OCTOBER 16, 1948

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M. W. Mackenzie
Deputy Minister

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OTTAWA, OCTOBER 16, 1948

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In This Issue

United States—ECA Assistance to be Given Chinese Industry	758
Denmark—Exports of Butter and Eggs Higher.	760
Great Britain—More Agricultural Produce Sought from Eire	761
Argentina and Paraguay—Area is Main Source of Quebracho	762
Great Britain—Coal Production Still Below Prewar Output.	765
Portugal—Program May Affect Purchases From Canada.	766
Chile—Sheep-Raising is Important Phase of Agricultural Economy	768
Hong Kong—Foreign Trade Figures Reflect Continuing Prosperity	770
Great Britain—Dollar Shortage Curtails Imports from Canada . .	775
Netherlands—Transport Facilities Rapidly Returning to Normal . .	778
Greece—Industrial Output Progressed in Past Two Years.	781
Canada—Monthly Summary of Foreign Trade.	784
Canada—Imports, by Countries (January-August, 1948)	787

Regular Features

Foreign Exchange Quotations	804
Foreign Trade Service Abroad.	801
Trade Commissioners on Tour.	791
Trade and Tariff Regulations.	790
Transportation Section	792
Departures from Montreal	792
Departures from Quebec	797
Departures from Halifax	797
Departures from Saint John	798
Departures from Vancouver-New Westminster.	799

COVER SUBJECT—Coffee for Canada being loaded by the *M.V. Benny* at Barranquilla, Colombia. This vessel, which is under long-term charter from her Norwegian owners, operates regularly in the summer months between Montreal and ports in the Caribbean. During the voyage on which this photograph was taken, she loaded 526 tons of Colombian coffee for Montreal and 4,130 tons of sulphur at Galveston, Texas, for Port Alfred. During the first six months of 1948, Canada imported from Colombia 14,065,000 pounds of coffee, valued at \$4,300,000, compared with 14,071,000 pounds, valued at \$3,476,000, in the same period last year.

Courtesy Saguenay Terminals, Limited.

Financial Assistance Provided For Recovery of Chinese Industry

Economic Co-operation Administration makes \$70,000,000 available for replacement of equipment and reconstruction projects—Improvement of transportation facilities, power plants and coal mines considered essential to rehabilitation of country.

WASHINGTON, D.C., October 5, 1948.—(FTS)—Provision has been made by the Economic Co-operation Administration for the reconstruction of railways, power plants, coal mines and other industrial facilities in China, including the replacement of equipment considered necessary for the rehabilitation of that country and the Island of Formosa. An allocation of \$35,000,000 has been made for replacement projects, and an additional \$35,000,000 for reconstruction purposes, including the provision of new industrial or transportation facilities.

The expenditure on four projects already approved will amount to \$4,400,000, though the project applicant will be required to instruct the engineering firm selected to estimate replacement requirements, to procure equipment and to supervise its installation. Project engineers have not yet been selected for the ten additional programs provisionally approved by a joint committee of ECA and the Chinese Government. Engineering firms employed by the operators of projects will be responsible for completing the respective programs at the lowest possible cost and in the shortest time possible. In order that this object may be achieved, they will not be confined to the United States as a source of supply. Purchases may be made in countries participating in the European Recovery Program and in Japan, thereby assisting in their own rehabilitation.

Engineering Firms Required to Sign Affidavit

Each engineering firm employed is required to sign an affidavit, that must be countersigned by the project operator, to the effect that (a) alternative sources of procurement and competitive prices have been investigated to ensure that the prices and delivery time are the best obtainable, and that the estimated prices and local currency costs are as firm as possible, (b) the engineering organization will provide specified services for the project in procuring and installing equipment to furnish the project in the quickest and most economical manner possible, and make progress reports as required to the co-ordinating engineering group, and (c) on the basis of adequate technical surveys, the project may be expected to produce the results claimed.

The following provision allotments have been approved by the joint committee:

Canton-Hankow Railroad, from the Yangtze Valley to the South China Coast, the backbone of transportation in South China—\$5,000,000.

Chekiang-Kiangsi Railroad, connecting the Yangtze Delta with the Canton-Hankow line through a rich area south of the Yangtze—\$2,500,000.

Peiping-Tientsin Railroad, in North China, which links these two important centres and extends to the north, where it taps the Kailan coal mining area—\$1,500,000.

Taiwan Railroad, extending along the coast of Formosa—\$1,500,000.

Kailan Mines, which furnish 50 per cent of China's present coal output, and are the principal source of fuel for North China, Shanghai and other cities in Central China—\$1,000,000.

Yangtze Power Company, which serves the Nanking area—\$1,200,000.

Hankow and Chungking power systems—\$300,000 and \$250,000 respectively.



China—Traffic in Shanghai at the corner of Kiangsi and Foochow Roads.

Small power plants in Central and South China, operated by the Chinese National Resources Commission—\$2,500,000.

Peiping-Tientsin power grid, the most important network in North China, and power facilities in Taiyuan (Shansi), Mukden (Manchuria) and Tsingtao (Shantung), all important industrial centres—\$2,000,000.

Taiwan Power Company network, which supplies the very active and important industries on the Island of Formosa—\$2,500,000.

Replacement parts and equipment to assist the Chinese Customs Service in the suppression of smuggling—\$1,000,000.

Taiwan Sugar Corporation, to assist in the rehabilitation of refineries, the reconstruction of plantation railways, and the provision of other necessary facilities for sugar production.

Funds for Replacements Provided on Grant Basis

Funds allocated for the provision of replacement equipment will be made available to China on a grant basis. Individual enterprises receiving assistance will be required, however, to make repayments in local currency, which shall be deposited in a special local currency account under the joint control of ECA and the Chinese Government. It is maintained that the most beneficial results can be achieved by increasing production, and that this object may be attained more readily by providing replacement equipment for Chinese industries. As explained by Charles L. Stillman, Chief of ECA's Technical Survey Mission to China, "it is upon these industries that people in the larger communities in China depend for a living. The standard of living of others in the countryside is materially affected by the successful operation of these industries in the cities. In so far as we can increase the capacity and improve the efficiency of these plants, the people in China in every walk of life will benefit."

Authorizations approved by ECA for the procurement of essential commodities for the recovery of China, and the approved source of supply, are as follows:

Procurement Authorizations for China

<i>Supplier</i>	<i>Commodity</i>	<i>Value</i>
<i>Belgium</i>	Nitrogen fertilizer	\$ 549,000
<i>Burma</i>	Rice	1,156,425
<i>Burma and Siam</i>	Rice	23,633
	Rice	3,805,730
<i>Canada</i>	Nitrogen fertilizer	85,000
<i>Saudi Arabia</i>	Diesel oil	27,683
	Petroleum products	6,800,435
<i>United Kingdom</i>	Nitrogen fertilizer	555,000
<i>United States</i>	Wheat flour	8,929
	Wheat flour	1,051,778
	Cotton	54,700,000
	Diesel oil	20,883
	Aviation gasoline	286,917
	Petroleum products	864,081
	Technical survey	35,000

Danish Exports of Butter and Eggs Higher, But Bacon and Cheese Shipments Down

Shipments of agricultural products expected to exceed government estimates for year—Domestic deliveries of meat exceed home consumption, resulting in lower consumption of pork products.

By S. G. MacDonald, Commercial Secretary for Canada in Norway

OSLO, August 18, 1948.—Danish agricultural exports continue to develop satisfactorily and there are indications that they will be even greater than government forecasts or those of agricultural organizations. The export of meat has been resumed recently, as market deliveries during the month, for the first time in several months, have exceeded requirements for home consumption. This has had the effect of reducing the domestic consumption of pork to the normal level, which has, in turn, stimulated exports of pork and bacon.

The normal seasonal decline in the production of butter has been somewhat less than usual, so that exports, conversely, are being maintained at a slightly higher level. There is a slight reduction in the level of exports of eggs, as compared with estimated figures, due to increasing domestic consumption, particularly following continual warm weather.

Danish Exports of Agricultural Products

	Jan.-July, 1948	Jan.-July, 1947
Figures in metric tons		
Meat	17,500	41,500
Bacon and pork	32,791	34,512
Butter	62,892	50,573
Eggs	27,864	15,492
Cheese	5,625	9,768

Exports of eggs during the first seven months of 1948 have exceeded the estimated total for the entire year, and it is probable that exports for the whole year will exceed half the annual prewar total. This is an important expansion, as egg exports have been greatly reduced since the cessation of hostilities as compared with prewar volume. Any further expansion of egg production in Denmark, however, will depend on (a) the ratio between bacon and egg prices, as the two productions compete for grain, with the result that a certain amount of fluctuation may take place in the use of

grain as between one product and the other; and (b) available supplies of grain; only when large, regular supplies of grain are more or less assured, can it be expected that the farmers will run the risk of doubling their stocks of egg-laying hens to bring them up to the prewar level.

Great Britain Seeking More Agricultural Produce From Eire Under Agreement

Efforts being made to restore prewar shipments of bacon, butter, fat and store cattle—Additional poultry and egg exports expected.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, September 15, 1948.—Provision is made for an increase in the shipments from Eire to Great Britain of agricultural produce, under an agreement recently concluded by the two countries. In return, Eire undertakes to purchase more from the United Kingdom. The main items in this agreement are:

Cattle.—Both governments will try to restore to the prewar level the exports of fat and store cattle to Great Britain, and intend that at least 75 per cent of these shall consist of store cattle. The rate of delivery of fat cattle will, if necessary, be adjusted according to the facilities for handling and slaughtering in the United Kingdom. As regards prices, the United Kingdom Government undertake that they will not introduce any excessive increase in the existing difference of 5s. per live cwt. between the prices paid by them for cattle bred in the United Kingdom and those paid for cattle from Eire fattened for a minimum of two months in the United Kingdom.

Meat.—The Government of the United Kingdom agrees to accept imports of carcass beef at a rate of not more than 200 tons per week with an overriding annual limit of 4,000 tons. The existing difference of 1½d. per pound is to be maintained between the prices paid by the United Kingdom Government for Eire carcass beef and for the carcasses of fat cattle imported alive and slaughtered in the United Kingdom, provided that this difference shall be subject to revision if actual costings so warrant.

Canned Meat.—The United Kingdom Government undertake to import from Eire up to 10,000 tons of canned stewed steak in the twelve months ending June 30, 1949, at the present price of 15s.6d per dozen one-pound tins ex quay Great Britain.

Poultry.—The aim will be to increase the quantity of poultry imported into the United Kingdom from Eire from the 7,000 tons expected in 1948 to at least 10,000 tons per annum.

Eggs.—The United Kingdom Government undertake to import from Eire the minimum quantities agreed upon for the three years following February 1, 1948, and also to import any additional quantities that may be supplied.

Bacon.—Imports of bacon from Eire will be brought in at the annual prewar rate of 27,000 tons, or more if available, at a price of 225s. per cwt. f.o.b. until September 30, 1949. Subsequent prices will be fixed by negotiations.

Butter.—The United Kingdom Government undertake to import butter from Eire at the annual prewar rate of 20,000 tons, or more if available, at a price to be agreed upon later.

Argentina and Paraguay Are Main Producers of Quebracho Extract

World market for tannin practically controlled by these countries—Quebracho trees indigenous to restricted area—Heartwood only is used in production of extract—Marketing of product rigidly controlled—Canada imports substantial quantities.

By R. E. Gravel, Assistant Commercial Secretary, Canadian Embassy

(Editor's Note—This is the first of two articles on the quebracho extract industry in Argentina and Paraguay, prepared for *Foreign Trade*.)

BUENOS AIRES, July 19, 1948.—Production of quebracho extract is the most important branch of the forest industry in Argentina and Paraguay. These two countries control practically the world market for tannin, which is obtained on a smaller scale from other species of trees, such as wattle, mimosa, chestnut, oak, urunday, catcú, etc. However, only wattle, chestnut, mimosa and oak can compete on the basis of quality and practical uses with the common quebracho extract. But, generally speaking, the quality is not comparable with that of good quebracho, which provides "the best known source of tannic extract".

Extracts of oak and chestnut are only produced in limited quantities, and their prices have always been higher than those of other tanning material. Only the mimosa and, more recently, the wattle extracts, produced in South Africa on a large scale, have been able to compete with quebracho extract, and only as far as prices are concerned. The commercial value of quebracho extract is reported to be superior by 20 to 23 per cent to any other known vegetable extract. The extract from the quebracho tree furnishes more tannin to the leather world than that from any other form of plant life and constitutes one of the most economical and efficacious methods of tanning skins and hides.

Total Productive Capacity Estimated at 642,600 Tons

Total productive capacity of all Argentine factories is approximately 541,500 tons per annum; Paraguayan factories have a total yearly capacity of 101,100 tons. These figures are based on the results of official capacity tests, conducted by the "Comisión de la Industria del Quebracho".

The quebracho is an evergreen tree of various dimensions and varieties. The most important variety is the red quebracho (*schipnossia balansae*), the wood of which is a dark red brick colour, very compact in texture and rich in tannin of high purity. A cubic foot of quebracho weighs from 79 to 84 pounds, has a specific gravity of 1.230 to 1.390 and therefore will not float in water. The caloric properties of this wood are appreciable, and it is estimated that 2,400 kilos (of 2.2 pounds) of quebracho have the same caloric values as 1,000 kilos of soft coal.

Quebracho Wood Valuable for Other Purposes

Its durability is indicated by the fact that the life of a quebracho railway tie is practically indefinite, showing no signs of decay after fifty years, while the best untreated ties of other woods seldom last more than eight years in Argentina. On account of these characteristics it is specially adapted for ties, poles, fencing posts, beams and cross-arms. Its use for construction purposes is limited because of its great weight

and short lengths and also on account of its high cost. However, owing to the density and compactness of its fibre, impermeability to water, rich colour and susceptibility to polish, it has many minor uses, such as for insulators, ash-trays, salad bowls, carvings, etc.

While quebracho wood as such is valuable, its tanning properties are of greater importance. The tannin from quebracho is preferred for the manufacture of certain types of leather, such as that used for the uppers of army shoes and work shoes, which are subject to hard usage, and for bag, case and strap leather. Quebracho extract is also used in tanning certain leathers from sheepskins and as a blend in making some kinds of sole leather.

Trees are Indigenous to Restricted Area

The name of the wood is derived from the words "quebra hacha" (break ax), attributable to its extreme hardness. The tree occurs in commercial quantities only in Argentina and Paraguay and is indigenous to a very restricted and well-defined region. In length, this area is approximately 750 miles, and it is limited on the north and south by the twentieth and thirty-first parallels of south latitude. Its eastern border is clearly defined by the Paraguay and Paraná rivers, from which it extends westward for a distance varying from 25 to 200 miles, covering a total area of over 200,000 square miles.

Quebracho trees seldom form a dense stand, being, as a rule, scattered through open mixed forests of other hardwoods, above which their peculiar V-shaped crown towers many feet, forming a distinctive feature of the landscape. Rarely do they number more than four or five trees to the acre.

Under favourable circumstances, trees range in height from 50 to 75 feet and in diameter from 2 to 4 feet, although instances of trees having attained a height of 100 feet are not infrequent. More generally, however, quebracho trees run from 18 to 36 feet in height and from 18 to 40 inches in diameter. Virgin forests of quebracho produce from 40,000 to 80,000 tons of quebracho wood per square league (25 square kilometers, or 6,250 acres), and larger yields are not unusual. However, the present value of a forest is determined rather by its location and accessibility to existing railroads and water transportation than by its wood content.

El Gran Chaco is Chief Producing Area

This belt must not be regarded as a continuous forest. On the contrary, it is broken up into patches or islands ranging in extent from a few acres to several square miles, the intervening spaces comprising grass-covered land or swamp. Of this region, by far the most important at present as a source of a tannin is el Gran Chaco, which occupies north-central Argentina, west of the Paraná River, the northern section of the province of Santa Fé, the eastern part of the province of Santiago del Estero, all the territories of Chaco and Formosa, and also all of Paraguay between the Paraguay and Pilcomayo rivers. This is the region in which quebracho most abounds and which is now mainly exploited.

Quebracho also grows in lesser quantities in Bolivia and in southwestern Brazil, but these areas have been practically unexplored and unexploited. In fact, there are virgin quebracho forests that one can see only from the air, because of their inaccessibility and the lack of transportation. So far as is known, quebracho exists in no other part of the world.

Although quebracho extract has been known and used by Argentines for the past century, it was first brought to notice at the Paris Exposition of 1870 by a Frenchman named Dubosc. However, despite research and investigation, it was not until 1878 that commercial exploitation was

successfully carried out by the Dubosc factory in France, which used quebracho logs imported from Argentina. Several years later, factories were also set up in Argentina and Paraguay, and the first factory to produce quebracho extract, established in 1895, exported in that year some 400 tons.

The first quebracho factories were established usually alongside rivers but, with the advent of railroads and fiscal concessions, the exploiters moved towards the interior. In those first years the lumber was exported, and most of the processing was done abroad. In 1912 a total of 438,000 tons of logs and 68,421 tons of extract was exported. However, after the first World War, the proportion was altered, and in 1925 Argentine production permitted the exportation of 214,183 tons of extract as against 131,420 tons of logs.

Prior to 1930, considerable quantities of quebracho logs were shipped by steamer to Buenos Aires, where they were loaded with other products. These shiploads were exported to Germany, France, Russia, the United States and Poland, but this was generally not approved by the industry. Exports of logs gradually declined and have now ceased completely, as the extract is made exclusively in Argentina and in Paraguay and shipped in solid form in bags. A ton of extract will take up about half the space in a steamer that a ton of logs would occupy.

Heartwood Only is Utilized

When felled, the bark and the one-to-three-inch layer of whitish sapwood—which usually comprises about 30 per cent of the wood content of the tree—are removed, leaving only the pure tannin-bearing heartwood. As a rule, an analysis of the quebracho tree for tannin content gives the following results: heartwood, 25 to 28 per cent of tannin; sapwood, 3 to 4 per cent; bark, 6 to 8 per cent. Up to the present, only the heartwood has been utilized, the sapwood and bark being wholly discarded as sources of tannin.

The industrial process consists in the separation of vegetable tannin in solution. It is then concentrated in vacuum into a soluble solid, which is the "extract" known to consumers. Processing follows the following stages: selection of raw material, grinding, leaching, refining, concentrating, and drying. When required, chemicals are added to the semi-concentrated liquid, which will make the finished product soluble in cold water.

Quebracho extract is shipped as a solid, dark-coloured, rosin-like substance which contains from 25 to 35 per cent tannin. It is rapid in action, but is seldom used alone as, unadulterated, it makes a dark leather. It is packed in burlap bags, weighing from 106 to 110 pounds, each of which occupies a little less than two cubic feet. It is sent down river from the producing point in Paraguay and Argentina to the port of export, usually Buenos Aires or Montevideo.

Generally, quebracho is supplied through intermediaries or contractors who undertake delivery of logs to the factories and sawmills, and manufacturers do not deal directly with loggers. Prices to the manufacturers vary according to locality, size of trees and the distance they must be transported.

International Fair Planned for Brussels

Brussels, August 30, 1948.—(FTS)—It has been announced that the "Foire Internationale de Bruxelles" will take place from April 30 to May 15, 1949. Although Canada will not be officially represented at this fair, it is expected that representatives in Belgium of Canadian firms will arrange displays of goods originating in this country.

Coal Production in Great Britain Still Below Prewar Output

Total of 187,000,000 tons produced in first year of the National Coal Board's administration of mines, as compared with 220,000,000 tons in 1938—Only 718,000 miners employed last year compared with 740,000 in 1938—Administration taken over under unfavourable conditions.

By M. J. Vechsler, Canadian Trade Commissioner

LIVERPOOL, August 10, 1948.—During the first year of the National Coal Board's administration of the British coal industry, 187,000,000 tons were produced, and the number of miners employed at the end of the year was 718,000. Comparative figures for the prewar year 1938 are 220,000,000 tons produced and 740,000 miners employed.

These figures are among many indications of the effect of nationalization of the United Kingdom coal industry as supplied by the 1947 annual report of the National Coal Board, covering the first year of its operations.

The Board was faced with a difficult task during the year. It will be recalled that industry in the country was brought almost to a stop during the fuel crisis, and for a time some two million persons were unemployed. This necessitated heavy importations from Poland and the United States. Unofficial strikes, following the introduction of the five-day week, added to the loss incurred by the industry.

It has been officially admitted that the proportion of dirt in coal has increased from 12 per cent in 1938 to 18 per cent in 1947. Hence, if allowance is made for quality, there is a further loss of 12,000,000 tons in the 1947 output.

The average price for a ton of large coal for export during 1947 was approximately 50 shillings, f.o.b. (On January 1, 1948, the price was raised by 25 shillings a ton.)

Output per man shift was 1.15 tons in 1938, but in 1947 it had fallen to 1.07 tons, despite the fact that during the interval the volume of mechanically cut coal increased from 50 to 74 per cent and that mechanically conveyed rose from 54 to 73 per cent.

Net Recruitment Low Despite Inducements

Although it has been, and is, the policy of the Board to recruit more men to the mines, net recruitment in 1947 was 28,000 rather than the 40,000 planned. Many inducements were offered, including exemption from military service, extra housing and rations and extra consumer goods for the mining areas. Improved training facilities and the introduction of the five-day week were also offered.

The Board indicated that, with the introduction of the five-day week, each miner would have to agree to greater performance than under the former six-day week. At the same time, it indicated that a reasonable level of production would have to be more than 3,900,000 tons a week. During the first three weeks following the introduction of the five-day week, production was some 100,000 tons below the minimum figure. There were further declines during the holiday season, and by October the rate was some 150,000 tons per week below the Board's "reasonable level of production".

Although the National Pit Conciliation Scheme was introduced, and an agreement was concluded between the Board and the National Union

of Mineworkers, both agreeing to accept any settlement reached at any stage in the scheme, there were 1,635 "unofficial" strikes, where men stopped work in defiance of their unions, as compared with 1,329 in 1946. Output loss amounted to 1,652,000 tons as against 770,000 tons in 1946. The Board estimates that approximately half of this loss was due to disputes arising out of the five-day week.

Poland is Britain's principal competitor in exporting coal to Europe. It is generally conceded by those engaged in the export trade that Polish coal could today be sold below the cost of production of British coal. With British coal entering into practically 90 per cent of Britain's manufactured exports, an embarrassing economic situation could develop were Polish prices to be seriously cut.

Purchases by Portugal From Canada May Possibly be Curtailed Under Program

Austerity measures limit imports to essentials, and more particularly those from dollar countries—Returns, running into millions, were not made, causing confusion and concern—Development of domestic industries encouraged by government.

By L. S. Glass, Canadian Government Trade Commissioner

LISBON, July 9, 1948.—Undoubtedly the most important single consideration of today and the immediate future occupying the attention of Canadian exporters and European importers is the European Recovery Program. It is not perhaps generally known, however, that Portugal occupies a very different position in respect of the program than do others of the sixteen nations subscribing to it. At the outset it was considered that Portugal was in possession of sufficient dollar exchange to finance her own dollar import requirements. Towards the end of 1947, Portugal adopted an "austerity program", with the express purpose of curbing imports of luxuries and non-essentials and, latterly and more particularly, imports in general from dollar countries.

Planning under this program and the European Recovery Program was based on statistical information collected and compiled by the National Institute of Statistics, and it was discovered only after the plans were practically matured that, by a serious oversight, a considerable number of import returns running into millions of dollars had not been reported. This, of course, changed very considerably the outlook for dollar purchases and, as Portugal does not receive financial aid under the ERP, it may mean a curtailment of imports which Portugal might otherwise have purchased from Canada and the United States.

Portugal Unlikely to Benefit from ERP

Portugal has a number of bilateral agreements with European countries which are in effect clearing agreements for the exchange of essential products, and it is doubtful whether this country will be requested, or will be able, to contribute goods in excess of those which are already allocated under the bilateral agreements. It is doubtful, therefore, whether Portugal will benefit in any way directly through the operation of the ERP.

Traditionally, Portugal has had adverse visible trade balances. In the past, however, these deficits have customarily been offset by invisible

income from remittances by Portuguese living abroad, from the earnings of seasonal emigrants to such countries as Argentina and Brazil during harvest seasons, from interest and dividends from investments abroad, and from tourist trade. This is indicated by the reserves of the Bank of Portugal in gold and foreign exchange. The position of the reserves at the end of each of the five years immediately before the war was approximately as follows: 1934, 1,340,000 contos; 1935, 1,398,000 contos; 1936, 1,522,000 contos; 1937, 1,516,000 contos; and 1938, 1,582,000 contos.

Wartime Bank Reserves Rapidly Depleted

With the outbreak of war and the immediate demand for Portuguese goods and products, Portugal began to record heavily favourable trade balances and, by the end of 1946, the bank's reserves had reached the unparalleled figure of 18,835,000 contos, or roughly \$752,000,000. With the end of the war there was an end also to wartime demand for Portuguese goods and to favourable trade balances, but the prewar visible income was lacking. By December 24, 1947, these reserves had been reduced to the extent of 2,941,000 contos, and by the end of February had decreased to 15,424,000 contos. Of this, 4,555,000 contos are made up of gold held in Portugal by the Bank of Portugal as backing for the note issue of 8,358,000 contos.

The result of wartime demand and prices, these assets are, as it were, a legacy, and once exhausted cannot be replenished. It is natural, therefore, that Portugal should be concerned on account of the substantial depletion which has already occurred and should take steps to ensure their most economical use.

Development of Domestic Industries Encouraged

Portugal, being largely a fishing and agricultural country, has always depended to a great extent on the outside world for manufactured goods, more particularly those stemming from raw materials other than agricultural. Recognizing this dependence and the uncertainty of income from invisible trade, the government has undertaken to encourage the development of essential and basic industries. Close control is maintained as regards the type of industry to be established; uneconomic industries, which can only exist under artificial stimulation (protective tariffs, subsidies, etc.), are discouraged, as they tend to increase living costs. Likewise, control is maintained over the number and size of establishments of a like kind, in order to avoid overproduction and ruinous competition, which can so easily result in lower wages and an attendant reduction in the standard of living.

For plant and equipment needed to rehabilitate existing industries or to instal new industries which are approved by the government, dollar exchange will be granted, provided that, for fully justified reasons, it is unavailable or inconvenient to purchase it from a soft-currency country. It may be assumed that, as a general rule, dollars will not be available for the purchase of consumer goods, even those of a durable type.

As an indication of Portugal's industrial format, following is a breakdown of 13,000 industrial plants operating in 1946: milling, 8,294; meat processing (not abattoirs), 1,346; woollen mills, 437; cotton and other fibres (silk, linen, jute, etc.), 357; hat manufacturing, 22; electric power stations, 639; paper, 77; leather, 249; rubber, 29; matches, 4; rice mills, 65; sugar refineries, 23; canned fish, 241; breweries, 6; dairy products, 62; bakers and confectioners, 980; tobacco, 9; resins, 118; cork, 619; ceramics, 132; cement, 3; and glass, 45. During the year, 896 new industrial units were established.

Sheep-Raising An Important Phase Of Chilean Agricultural Economy

Extensive areas of land in southern part of country suitable for successful development of this industry—Sheep-farming practised by large number of small farmers—Wool is not an important export item.

By E. H. Maguire, Acting Commercial Secretary, Canadian Legation

SANTIAGO, July 29, 1948.—Wool production is one of the most important phases of agriculture in Chile. Since the beginning of the nineteenth century, conditions for sheep-breeding in Chile have been favourable. Extensive tracts of land in the south of Chile are suitable for the successful development of this industry and can probably carry a larger number of sheep than at present. This section of Chile is adapted for sheep-breeding, climatic and pastoral conditions permitting the breeding of producers of fine and superfine wool clips.

Statistics indicate that the sheep-farming industry is, with few exceptions, distributed among a large number of small farmers. This explains the diversity of breeds, and a general improvement in the class of stock is accordingly a matter of difficulty. During the past years, however, the industry has benefited by important imports of breeds suitable to climatic and pastoral conditions, chiefly Merino, Hampshire, Suffolk and Corriedale. It is estimated that the total sheep population of Chile is 6,000,000, more than half of this number being in the extreme south.

Several Breeds are Raised

Hampshires predominate in the north, centre and near-south portions of the country, probably due to a preference for this breed as meat producers. The wool of these "black heads" is considered fine-cross 1 and 2 of good quality. In these same zones, Suffolks are showing improved qualities, producing a wool slightly inferior to the Hampshire breed. There is also a small number of Corriedales and Romney Marsh. Merino breeds—Precoz and Rambouillet types—do well but are still on a reduced scale, although the quality of the Merino wools compares favourably with that of the River Plate varieties. In the extreme south, 90 per cent are sheep of the Corriedale and Romney Marsh breeds.

The wools produced vary in quality from inferior in the north to superior quality in the extreme south, those of the central and near southern zones being classed as of good quality.

Wool is Not an Important Export Product

Average annual exports of wools during the past century have been as follows: 1847-1890, 1,800 metric tons; 1890-1911, 3,391; 1913-25, 12,660; 1926-35, 10,850; 1939-43, 10,329; 1944-46, 8,768 tons.

Notwithstanding the increase in wool exports, they account for only a small part of the Chilean export trade. The percentage of the total in 1901 was but 0.23 per cent, reaching 3.4 per cent average for the period 1939-43 and 2.67 per cent for the period 1944-46. The decrease in exports during the 1944-46 period can be accounted for by an increase in local consumption, for which no statistics are available.

Currently the Chilean wool industry requires annual imports of some 1,200 tons of fine wool, with a tendency to increase to 3,000 tons in order

to provide raw material for the increasing cloth manufacturing industry. The increase in the use of wool by local industry is shown in the following table of averages for the years indicated:

Years	Clip	Imported* available	Total Figures in metric tons	Consumption local industry	
				Exported	local industry
1928-30	14,700	300	15,000	12,000	3,000
1931-35	15,200	300	15,500	10,500	5,000
1936-38	13,700	400	14,100	10,400	3,700
1939-41	16,100	400	16,500	11,300	5,200
1942-43	17,000	400	17,400	8,700	8,700

* Import figures correspond to clips from adjacent farms in Argentina.

Production in Magallanes Territory Increasing

The history of sheep farming in the extreme southern Magallanes territory is comparatively recent, the number of sheep having increased from 300 in 1877 to 900,000 in 1895. In the period 1903-43 there was an increase from 1,800,000 to 2,600,000 and the 1947 estimate is 3,500,000.

The average clip per sheep has increased from 2.626 kilograms (of 2.2 pounds) in 1894 to 4.513 kilos for the years 1942-43, the latter figure placing production on a par with that of Australia and New Zealand. Due to organization of the industry in this area, being on a different plane from that of the rest of the country, the clips are considered to be among the best in the world. They are remarkable for the strength of staple, with a uniform length of 10 to 15 centimetres. These and other factors contribute to quality in fine-cross wools, and they are much in demand for the manufacture of worsteds. Their fineness varies between 50 and 60, English classification, which exceeds that of the New Zealand clips, which vary from 50 to 54. In fact, clips from the big producers are so uniform that they were sold at the London auctions on the estancia mark, without unbalancing.

Previous to the last world war, practically the entire clip was acquired by Great Britain but, during the conflict the exportable surplus, with the exception of small quantities taken by Brazil, Argentina and Uruguay, was sold on the United States market. A large proportion of the 1946-47 clip was shipped on consignment to New York for sale, the balance being sold locally, much of it for Russian account.

The wool yield for the whole of Magallanes territory for the 1946-47 season averaged 8.73 pounds per sheep, while the lambing percentage was approximately 85 (somewhat lower than normal, due to weather conditions). The average price obtained for the 1946-47 clip was 36 cents (U.S. currency) per pound.

Although, in the early days of the sheep-raising industry, wool production was the primary consideration in the Magallanes territory, shortly after 1900 meat production began to receive attention. Freezing plants were built at strategic points throughout the territory, and the production of frozen mutton now competes in importance with wool.

Canadian Exporters' Association Plan Meeting

The fifth annual meeting of the Canadian Exporters' Association will be held on October 22, 1948, in Toronto. Following luncheon, at which the guest speaker will be Mr. James S. Duncan, President, Massey-Harris Company, Limited, there will be a series of ten-minute talks by members on China, Europe, India and Burma, Latin America, South Africa, the British West Indies, and the Canadian International Trade Fair.

Hong Kong Foreign Trade Figures Reflect Continuing Prosperity

Improved conditions elsewhere in Far East a contributing factor—Imports up by 48·83 per cent and exports by 24·8 per cent in first six months of 1948 over 1947 totals—United States chief supplier of imports—Imports from Canada in January-June, 1948, valued at Can.\$5,078,786 and exports to the Dominion at Can.\$798,188.

By K. F. Noble, Canadian Government Trade Commissioner

(The Hong Kong dollar, tied to the pound at a ratio of 16 to 1, is worth 1s. 3d. or approximately Can.\$0.25.)

HONG KONG, July 28.—Trade figures of Hong Kong for the first six months of 1948 are indicative of the prosperity which the Colony has enjoyed since the war. At mid-year there are indications of a levelling off in import and export trade, and the May and June figures for both imports and exports show a small reduction which, though seasonal, appears to be more pronounced this year than in the corresponding months of 1947. Nevertheless only a slight recession is expected. No illusions about an early improvement in conditions in China are entertained, but the general improvement in conditions elsewhere in the Far East has contributed substantially to Hong Kong's transhipment trade with all countries from Japan and Korea to Burma.

The total trade of Hong Kong for the first half year of 1948 amounted to H.K.\$1,679,000,000 (Can. \$419,750,000), of which imports accounted for H.K.\$981 million and exports for H.K.698·1 million. These figures exceed the import and export figures for the similar period of 1947 by 48·83 per cent and 24·8 per cent respectively.

Hong Kong—Continuing prosperity of this Colony is reflected in trade figures for the first half of 1948. Imports and exports were respectively 48·83 per cent and 24·8 per cent higher than the corresponding period last year. The United States and the United Kingdom were the principal countries of supply. Trade with Canada, valued at H.K.\$20,315,144 (Can.\$5,078,786) in the January to June period of 1948, is considerably over the total of H.K.\$13,071,557 (Can.\$3,267,889) for the first six months of 1947.

Photo courtesy Mee Cheung Studio.





The following table shows comparative figures of imports and exports by months for the period January to June inclusive of 1947 and 1948:

Hong Kong Imports and Exports, January-June

	1947		1948	
	Imports (Thousands of H.K. dollars)	Exports	Imports	Exports
January	105,406	102,591	140,755	113,316
February	82,557	70,993	130,243	92,286
March	113,104	95,795	170,562	115,037
April	103,545	89,635	188,888	138,312
May	124,015	99,905	176,735	133,028
June	130,474	100,472	173,787	106,118
Total first six months	659,103	559,391	980,972	698,098
Total British Empire	184,920	169,670	253,439	183,434
Total foreign	474,183	389,721	727,532	514,664

The extent to which Hong Kong, though nominally a part of the sterling bloc, has continued to trade with foreign countries is indicated by the fact that only 25.7 per cent of Hong Kong's imports during the first half of 1948 originated within the Empire, while in the same period 26.3 per cent of its exports went to Empire destinations.

Import Figures Include Goods in Transit

Import figures for a free port such as Hong Kong are to some extent misleading, since shipments originating in North, Central and South China and the adjoining territory of Macao (Portuguese South China), which had a combined total value of H.K.\$224,438,000, are more properly goods in

transit through Hong Kong as a transhipment point. Sooner or later these imports reappear in Hong Kong's export trade statistics as shipments from the Colony.

The trade in "China produce" through Hong Kong has been curtailed, due to a Trade and Currency Agreement completed between the British Crown Colony of Hong Kong and the Republic of China in January of this year, and the value of imports from China has declined by about 10 per cent to H.K.\$224,438,000.

As a result of the Hong Kong government's responsibilities under the Trade and Currency Agreement, the object of which is to assist the Chinese Government in its policy of curtailing trade in a number of commodities, a considerable volume of Hong Kong's trade with China has been diverted to Macao. Thus Hong Kong's imports from Macao this year have remained at about the 1947 level, but the value of the Colony's exports to that Portuguese possession have increased by 365.7 per cent to H.K.\$63,668,000. During the first half of 1947 Hong Kong showed an import excess of H.K.\$9,369,000 in its trade with Macao, but in the similar period of 1948 the export excess amounted to H.K.\$24,987,000.

United States is Principal Supplier

The United States continues to be the principal overseas source of supply for imports into Hong Kong, shipments therefrom in the first half of 1948 being valued at H.K.\$201,032,000 (H.K.\$140,960,000 in the period January-June, 1947). The United Kingdom is second in importance, being credited with supplying to the value of H.K.\$112,091,000 (H.K.\$17,953,000).

Other major suppliers include (values in units of H.K.\$1,000,000):— Siam, 69 (22); British Malaya, 54.9 (6); Japan, 42.6 (3.4); Belgium, 25.4 (18.8); Burma, 25.2 (5); Australia, 22.4 (19.2); Sweden, 19.2 (1.8); Netherlands East Indies, 18.2 (4.7); Canada, 17.1 (9.9); Switzerland, 16.7 (7.2).

Exports to Far East Higher

Hong Kong's improved export position during the first half of 1948, as compared with the similar 1947 period, has, as mentioned previously, resulted largely from the improved economic position of countries in the Far East. The major reduction in the Far Eastern export trade has been in shipments to China, which declined by H.K.\$47,888,000 to H.K.\$109,107,000. Offsetting this substantial decrease was an increase in exports to Macao of H.K.\$40,370,000 to H.K.\$63,668,000.

Important gains were made in exports to the following countries: Japan, which increased its purchases by H.K.\$15,829,000 to a total of H.K.\$17,106,000; the Netherlands East Indies, exports to which increased by H.K.\$24,281,000 to H.K.\$35,897,000; the Republic of the Philippines, by H.K.\$39,805,000 to H.K.\$60,846,000; and Siam, by H.K.\$31,677,000 to H.K.\$72,392,000.

The area of Korea, which was opened to trade with the sterling area for the first time since the war, was the destination in the half year of exports to the value of H.K.\$14,616,000.

Exports to the United States, varying by less than one-fourth of one per cent between the two comparable half years, were stable at approximately H.K.\$72,000,000. Shipments to the United Kingdom, however, increased by H.K.\$36,348,000 to H.K.\$90,136,000.

Imports by Commodity Groups in 1948 Period

Statistical information issued by the Hong Kong Government does not as yet show detailed figures of imports and exports by commodities.

Following are import and export values by principal commodity groups for the first half of 1948 (H.K.\$1,000,000 omitted):

Cereals, 81.7; textile fabrics, 73.3; coal, fuel, oil, etc., 65.5; yarns and threads, 65.4; pulp, paper, cardboard and manufactures thereof, 56.4; animal and vegetable oils, fats, greases and wax, 54.2; industrial and pharmaceutical chemicals, 50.4; sundries and manufactured articles n.o.p., 46.2; iron and steel, 29.9; vegetable and edible roots and tubers, 25; machinery other than electrical, 24.5; sugar and confectioneries, 24.4; base material manufactures, 20.4; tobacco, 19.7; wood, cork and manufactures thereof, 19.8; edible fish products, 19.2; rubber and rubber products, 18.6; edible cereal products, 17.8; trucks and motor cars, 17.4; fruits and nuts (except oil nuts), 15.2; live animals for food, 15.8; dairy products, eggs and honey, 15.7; non-ferrous base metals, 13.9; textile materials, unfinished, 13.0; oil seeds, nuts and kernels, 12.4; electrical apparatus and appliances, 11; ores, 9.7; made-up clothing and underwear, 9.6; non-metallic minerals, 9.0; tea, coffee and spices, 7.0; hides, skins and leather, 7.1; silks and cosmetics, 6.7; beverages and vinegars, 6.5; glass and glassware, 5.6; fertilizer, 4.9; pottery and clay products, 4.6; textile articles (technical), 2.7; manufactures of non-metallic minerals, 2; meat and meat products, 1.4; precious metals, stones and jewellery, 1.3; raw furs, 0.6; footwear, 0.1.

Exports Include Many Re-exports

It should be borne in mind that much of the import trade of Hong Kong will eventually reappear in the export statistics, either as the result of re-export after storage in the Colony or on the basis of modification and increased value following further processing within the Colony. The export values of the principal commodity classifications during the first six months of 1948 are as follows (H.K.\$1,000,000 omitted):—

Textile fabrics, 88.3; animal and vegetable oils, fats, greases, etc., 65.7; manufactured articles n.o.p., 39.4; coal, fuel, oil, lubricants, etc., 38.6; crude or simply prepared products requiring further processing, 32.6; manufactures of base metals, 33.4; vegetable edible roots and tubers, 34.7; pulp, paper, cardboards and manufactures thereof, 27.2; clothing and underwear, 25.1; industrial and pharmaceutical chemicals, 25.2; yarns and thread, 21.3; dyeing and tanning materials, 18.6; textile materials, raw or unfinished, 17.5; dairy products, eggs and honey, 15.2; fruits and nuts (except oil roots), 13.6; non-ferrous base metals, 13.1; transport equipment, 12.8; rubber and manufactures thereof, 11.7; iron and steel, 10.7; tobacco, 9.9; ores, 9.7; edible cereal products, 9.1; oil seeds, nuts and kernels, 8.6; edible vegetable products, 8.2; hides, skins and leather, 8; soaps and cosmetics, 7.1; electrical apparatus and appliances, 6.2; coffee, tea and spices, 6.2; fertilizers, 5.8; metal products, 5.2; glass and glassware, 4.2; beverages and vinegars, 3.9; wood, cork and manufactures thereof, 3.6; pottery and clay products, 3.7; non-electrical machinery, 2.7; manufactures of leather, 2.1; raw furs, 1.4; precious metals, stones and made-up jewellery, 1.2; manufactures of non-metallic minerals, 0.5; cereals, 0.4; animal foodstuffs, 0.2.

Canada's Trade With Hong Kong Improved

In the first half year of 1948, total trade between Hong Kong and Canada was valued at H.K.\$20,315,144 (Can.\$5,078,786), comprising imports from the Dominion to a value of H.K.\$17,122,393 (Can.\$4,280,599) and exports to the Dominion worth H.K.\$3,192,751 (Can.\$798,188). Comparative figures for the similar period of 1947 were H.K.\$13,071,557 (Can.\$3,267,889), made up of imports valued at H.K.\$9,878,806 and exports valued at H.K.\$1,331,531.

The Trade Returns released by the Import and Export Department of the Hong Kong Government do not as yet itemize imports and exports by commodities, but hereunder are the values of the principal groups of commodities imported from Canada in the first six months of 1948. It should be noted that the breakdown of import and export items is given in more detail for the January-June period of 1948 than for the same period of 1947. It is impossible, therefore, to give comparable figures.

Imports from Canada Comprise 43 Groups

Of the 50 group classifications of imports shown in the Hong Kong trade returns, Canada appears under 43 headings. In terms of values these, in order of importance, are as follows (values in units of H.K.\$1,000):—

Manufactured cereal products (chiefly for human consumption), 2,584; pulp, paper, cardboard and manufactures thereof, 1,828.4; made-up articles of textile materials other than clothing, 1,284.6; manufactured articles, n.e.s., 1,263.7; heating, lighting and power products, including lubricants and related products, 1,174.5; chemical elements and compounds, 992.1; non-ferrous base metals, 834.7; manufactures of base metals, n.e.s., 780.6; beverages, including vinegar, 764.2; wood, cork and manufactures thereof, 730.3; rubber and manufactures thereof, n.e.s., 654.3; fruits and nuts, except oil nuts, 602.8; edible fish products, 600.9; vegetables, roots and tubers, including their preparations, n.e.s., 351.2; electrical machinery, apparatus and appliances, 266.9; dyeing, tanning and colouring substances (manufactures), 247.4; textile fabrics and small wares, 239.2; tobacco, 227; dairy products, 207.1; animal and vegetable oils, fats, greases, wax and manufactures thereof, n.e.s., 199.7; hides, skins and leather, 192.3; machinery, apparatus and appliances, not electrical, n.e.s., 178.7; cereals, 162.0; miscellaneous material, crude or not finely manufactured, 148.5; manufactures of non-metallic minerals, n.e.s., 134.8; coffee, tea, cocoa and preparations thereof, 132.8; sugar and sugar confectionery, 112.7; iron and steel, 82; special and technical textile articles, 63.2; meat and preparations thereof, 41.1; essential oils, perfumes, cosmetics, soaps and related products, 28; clothing and underwear of textile materials, including hats of all materials, 24.3; fertilizer, 18; and glass and glassware, 2.8.

Principal Exports to Canada in 1948

The remarks regarding the unavailability of detailed commodity figures applies equally to exports to Canada; following are the principal general classifications under which commodities of Hong Kong origin shipped to Canada in the period January-June, 1948, are classified (H.K.\$1,000 omitted):—

Manufactured articles, n.e.s., 2,516.4; clothing and underwear of textiles, including hats of all materials, 2,071.2; essential oils, perfumes, cosmetics, soaps and related products, 1,153.9; manufactures of base metal, n.e.s., 1,035.6; miscellaneous crude or simply prepared products, n.e.s., 963.2; animal and vegetable oils, fats, greases, wax and their manufactures, n.e.s., 755.1; textile fabrics and smallwares, 657.5; vegetables, roots and tubers and their preparations, n.e.s. (principally for human food), 541.7; fishery products, 322; paper, cardboard and manufactures thereof, 299; manufactures of leather, excepting articles of clothing, 289.3; made-up articles of textile materials, other than clothing, 263.6; dyeing, tanning and colouring substances (other than crude), 224.5; special and technical textile articles, 114.3; glass and glassware, 109.8; pottery and other clay products, 98.3; non-ferrous base metals, 96.4; electrical machineries, apparatus and appliances, 81.5; chemical elements and compounds, 76.7; footwear, 67.2; iron and steel, 53; beverages and vinegars, 44.2; wood, cork and manufactures thereof, 33.9; hides, skins and leather, 31.8; precious metals, precious stones, pearls and articles made thereof, 31.1; vehicles and transport equipment, n.e.s., 25.6; fertilizer, 23.7; machinery, apparatus and appliances (other than electrical), n.e.s., 14.1.

Export Permits Granted on Feeds and Grains

Export permits will be freely granted on the following feeds and grains, until further notice, subject to safeguards against the exportation of any materials on which subsidies have been paid and are outstanding under the Government's freight assistance policy: Wheat bran, wheat shorts, wheat middlings, wheat germ, wheat germ middlings, screenings of grain and flaxseed, and mixed feeds (subject to Canadian Wheat Board regulations regarding wheat content).

India Permits Unlimited Export of Cotton Fishing Nets

The Government of India has decided that exports of cotton fishing nets should be allowed without any quantitative restrictions to all countries falling in hard-currency areas, provided a letter of credit in the currency of the country of destination is produced within 15 days of the issue of the provisional licence. This time limit may be extended up to 30 days if the exporter, due to circumstances beyond his control, is unable to produce it within that period. (*India Commercial News*.)

Dollar Shortage in United Kingdom Curtails Imports From Canada

Necessity for purchasing from soft-currency countries adversely affects Canadian market for certain foodstuffs—Newsprint and manufactured goods also affected—Canada still main source of supply for many products, but sales of others severely restricted.

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note—This is the second of three articles on the United Kingdom's overseas trade in the first half of 1948, prepared for *Foreign Trade*.)

LONDON, July 26, 1948.—It is apparent from the statistics of imports into the United Kingdom from Canada during the first six months of 1948 that the switching of foodstuffs purchases to soft-currency countries is restricting the market for certain Canadian foods, particularly fruit, fresh fish and canned salmon, canned tomatoes and poultry. Currency difficulties are also reducing imports of newsprint and manufactured goods. On the other hand, British exports to Canada are increasing.

Total imports of wheat during the six-month period were 40,723,852 cwts., or 3 per cent less than in the first half of 1947. Imports from Canada fell by 8 per cent to 32,306,284 cwts., which represented 80 per cent of the total imports. The only other features of the trade were a contribution of 6,115,000 cwts. from Australia, which has not participated in the United Kingdom wheat market for some years, and a drop of some 4,500,000 cwts. in imports from the United States. No Canadian oats have come in so far this year. United Kingdom buying, which totalled 2,002,246 cwts., was switched to soft-currency countries. In the first six months of 1947 Canada supplied 1,590,865 cwts. Dried beans is another item of which there are practically no imports from Canada. There was a cut in total imports from 471,638 cwts. in the first half of 1947 to 40,296 cwts. this year, due to the elimination of Canada and the United States as suppliers.

Imports of Canadian Flour Higher

Canadian deliveries of flour (7,624,989 cwts.) were, on the other hand, 30 per cent greater than in the corresponding period of last year. They represented 97 per cent of the total imports. Supplies from Australia, which totalled 669,343 cwts. a year ago, were reduced to 175,029 cwts., and imports from the United States dropped to 7,400 cwts. from 2,047,022 cwts.

There was a substantial increase in imports from Canada of frozen beef (fore and hind quarters, including cuts with bone). Between January and June, 308,569 cwts. were imported, a 94 per cent increase over the figure for last year. Total imports increased by 19 per cent to 2,736,174 cwts., of which Argentina contributed 1,860,404 cwts. In boned and boneless frozen beef, arrivals from Canada (107,082 cwts.) increased by 4.9 per cent. Total imports (741,153 cwts.) were less than half those of last year, due to a reduction of nearly 1,000,000 cwts. in imports from Argentina.

Of the 1,999,780 cwts. of bacon imported in the six months, three-quarters originated from Canada. Canadian consignments (1,495,448 cwts.) represented a 32 per cent advance over imports in the first half

of 1947. Denmark accounted for 317,167 cwts., 21 per cent less than last year, as compared with a prewar figure of 1,694,596 cwts.

Total imports of poultry (121,078 cwts.) were less than half those of the 1947 half year. The Ministry of Food discontinued purchases from Canada, resulting in the loss of the previous year's market for 72,394 cwts.

Total imports of cheese into the United Kingdom in the six months (1,630,297 cwts.) were 11 per cent less than in the first half of 1947 but 13 per cent more than in six months of 1938. The relatively high level of supplies was mainly the result of an increase in New Zealand supplies, which reached 1,277,668 cwts. The Canadian contribution was 43,875 cwts. as against 7,896 cwts. last year and 338,868 cwts. in the corresponding six months of 1938.

Increased imports of shell eggs were approved for 1948 and deliveries in the first six months amounted to 94,153 thousand dozen, an advance of 38 per cent over last year's figure. Eire (18,236 thousand dozen) and Denmark (26,556 thousand dozen) increased their shipments by 50 per cent, but Canadian supplies (25,906 thousand dozen) were down by 13 per cent.

Total imports of dried eggs (69,310 cwts.) were less than one-third of those recorded for the first half of 1947. The only country to show an increase was Canada with 50,213 cwts., which was 61 per cent better than last year's record.

Imports of Apples from Hard-currency Countries Suspended

Purchases of apples from hard-currency countries have been discontinued. This resulted in a reduction of $33\frac{1}{3}$ per cent in total imports to 883,660 cwts. Of this, Australia and New Zealand—which were completely out of the market in the first half of 1947—contributed 716,599 cwts.

The import trade in sausage skin suffered a 25 per cent decline over the six months, imports from Canada being reduced by 44 per cent to 1,942 cwts. of a total of 47,255 cwts. Imports from the United States, which were 34,505 cwts. in the first half of 1947, fell off to 103 cwts. and, had it not been for a recovery in New Zealand deliveries, import figures would have been even lower.

United Kingdom financial policy is also responsible for the disappearance of Canada from the list of countries supplying fish (fresh, chilled or frozen). In the January to June period of 1947, Canada shipped 26,359 cwts. (£164,346) to this country. The total quantity of fish imported was 2,825,497 cwts., a rise of 22 per cent. Deliveries of Canadian canned salmon in the six months were 56,326 cwts., little more than one-third of the imports in the first half of the previous year. This resulted in a heavy reduction in total imports, which amounted to only 81,214 cwts. as compared with 521,317 cwts. last year. The quantity credited to "other foreign countries" (presumably the Soviet Union) was 16,302 cwts. (£227,758), an average value of 2·49 shillings per pound.

Imports of canned tomatoes at 71,228 cwts. were cut in half. Purchases from Canada (18 cwts.) were negligible, although the United Kingdom has been a steady market for Canadian producers for many years. In six months of 1938, Canada supplied 88,078 cwts. out of total imports of 463,420 cwts., and for the first half of 1947 is credited with 24,646 cwts. out of 161,168 cwts.

Canada Supplied More Stripped Tobacco Leaf

In stripped tobacco leaf the main feature was the reduction in imports from the United States from 11,989,612 pounds in the first six months of 1947 to 725,343 pounds this year. Total imports were 12,993,922 pounds, a decline of 36 per cent. Imports from Canada (463,723 pounds) increased



United Kingdom—The market for certain Canadian foodstuffs, such as fruit, fresh fish and canned salmon, canned tomatoes and poultry, is being restricted by the switching of purchases to soft-currency countries. British exports to Canada, on the other hand, are increasing. In this photograph, cotton, which provides Great Britain with a substantial proportion of her exports in the form of yarns and piece-goods, is being unloaded in Manchester.

Photo by Stewart Bale, Limited.

by 25 per cent. There was a marked expansion in imports from Southern Rhodesia (4,749,966 pounds), which was nearly six times the quantity supplied in the same period of last year. Imports from Nyasaland doubled to 2,846,561 pounds.

Of unstripped tobacco leaf, which is the important line, total imports in the first half of 1948 (55,843,818 pounds) were less than half those

recorded for the corresponding period of last year. Imports from the United States amounted to 35,481,046 pounds as compared with 94,712,174 pounds last year. Imports from Canada, at 9,314,062 pounds, were only 50 per cent of last year's figure. At the same time Southern Rhodesian shipments (6,494,355 pounds) were four times more than in the 1947 period and those from Nyasaland (1,949,970 pounds) increased by 50 per cent.

Transport Facilities in Holland Rapidly Returning to Normal

Recovery in the Netherlands makes satisfactory progress—Loss of German market retards development of trade—Unsettled conditions in Netherlands East Indies delay rehabilitation in that territory—Balance of trade unfavourable, but industrial production higher.

By J. A. Langley, Commercial Counsellor for Canada

THE HAGUE, September 1, 1948.—Considerable progress has been made in the rehabilitation of the Netherlands, though factors prevailing since the invasion of this country delay its recovery. Rail transportation is practically normal, and plans are proceeding for the electrification of the entire railway system or the provision of diesel-electric locomotives. The Netherlands merchant fleet has been increased to nearly 90 per cent of its prewar size, while canal and river transportation have been completely restored.

The reclamation of inundated areas has been completed, and these are now producing crops. On the other hand, construction work is progressing slowly, and the building program has so far not been fulfilled, due partly to the lack of materials and shortage of labour and partly to the great increase in building costs, now nearly quadrupled over prewar figures. The housing situation is, therefore, still decidedly bad, and sharing of houses by families is compulsory.

Little Social Unrest is Apparent

There is little serious social unrest, although there have been some minor outbreaks of dissatisfaction. Workers are aware of the existing difficulties of reconstruction and are reluctant to aggravate them by strikes. This is the more reasonable attitude, as there is practically no unemployment, and the pressure between prices and wages is still increasing. The utmost austerity in food, textiles, luxuries and semi-luxuries has been borne by the people without complaint and, although the food situation with regard to staple items, which are rationed, is reasonably satisfactory, the shops are devoid of all luxuries such as are readily available in Canada.

Extra rations are admittedly available for heavy labour, but all classes are short of fats of all kinds and, despite improvement, the fundamental difficulties to recovery have not yet been overcome.

To mention only the most prominent among these, the situation in the Netherlands East Indies is still far from solution, and the Netherlands does not as yet draw any profit from the gradual recovery of Germany. The large deficit in the balance of trade and the deficit in the balance of payments are largely due to these factors, which make foreign help and credits and the sale of foreign assets and gold indispensable.

Netherlands East Indies Valuable Economically

Colonial products were imported before the war from the Netherlands East Indies. Part of these was then marketed in the present hard-currency countries, making it possible for the Netherlands to import more from foreign countries than they would pay for with domestic exports. Incomes and dividends were derived from Netherlands business interests in the East Indies, and that territory also provided an outlet for part of the surplus population. Its economic value to the Netherlands is indicated by its contributions in 1938 to the national income of the Netherlands, which amounted to 700 million florins, or about 14 per cent of the national income of 5,100 million florins.

Political negotiations in the Netherlands East Indies are still proceeding, but no definite results have as yet been achieved, so that the ultimate political status of this overseas territory is still uncertain, as are also the economic and fiscal conditions under which business will be carried on.

The second fundamental obstacle to the recovery of Netherlands economy, to which reference has already been made, is the absence of profit from this country's natural hinterland, Germany. Before the war, Holland was dependent on the part played by Germany in Europe's economy, for that country provided a permanent market for her surplus agricultural products. She also imported German semi-manufactured goods and processed them for export. Rotterdam was the chief outlet and inlet for industries of Western Germany, and the Rhine traffic played an important part in swelling the profits of Netherlands steamship and transportation companies. In 1937-38, the value of exports from Holland to Germany amounted to 163 million florins, or 15 per cent of the total Netherlands exports. In 1947, the value of these exports had dropped to 58 million florins, or 3 per cent of the entire exports of the Netherlands. The situation with regard to imports is not very different. In 1937-38, Holland imported from Germany goods valued at 320 million florins, or 21 per cent of her total imports. In 1947, this figure had fallen to about 97 million florins, or 2 per cent of the total imports into the Netherlands.

The importance of Germany to the economy of Holland cannot be judged from these figures alone. In 1936-38, the total volume of transit traffic along the Rhine was 53.5 million tons annually. In 1947, this traffic had fallen to 8.5 million tons. Further, in 1938, Netherlands revenue from interest and dividends amounted to 41 million florins.

More Extensive Use of Ports of Rotterdam and Antwerp Proposed

Negotiations have taken place with a view to the more extensive use of the ports of Rotterdam and Antwerp for shipment of goods destined for the British and American zones of Germany, to which the great obstacle had been the high cost as compared with that of shipment through Hamburg and Bremen, where payment is made in marks as against dollars in Rotterdam and Antwerp.

Before the war, Germany was one of the largest importers of fresh vegetables from Holland, the average purchases in 1926-28 being 52.7 per cent of the tonnage imported; these dropped in 1932 to 46.8 per cent, and in 1936-37 to 32.4 per cent. In 1946, the Netherlands supplied some 35,000 tons but, although negotiations were carried on in 1947 for the supply of 200,000 tons of summer and winter vegetables in exchange for German industrial products, Netherlands exporters were not prepared to accept payment on the basis of the caloric value of the vegetables.

This year the Netherlands are expected to produce 950,000 tons of vegetables, of which about 550,000 tons will be consumed in the country, leaving an exportable surplus of some 400,000 tons. Of this quantity, it is

hoped that Germany will import 200,000 tons under the terms of a recently initialled trade agreement covering the period August 1, 1948, to July 31, 1949. Under this agreement, Holland will export goods to the value of 181 million florins to the Anglo-American zones, while imports into the Netherlands will, in turn, have a total value of 230 million florins.

Netherlands Trade Balance Unfavourable

In so far as external trade in general is concerned, imports into the Netherlands during the first six months of this year were valued at 2,357.5 million florins, and exports therefrom at 1,178.5 million florins, resulting in an unfavourable balance of 1,179 million florins. There is some consolation, however, in the fact that 50 per cent of the imports were covered by exports, whereas at the beginning of the year this figure was only 37.8 per cent. In the corresponding period of 1947, that is from January to the end of June, imports were valued at 1,944.5 million florins, and exports at 754.3 million florins, leaving an unfavourable balance of 1,191.2 million florins. If the present trend of trade continues, a deficit in the trade balance of between 2,000 million florins and 2,400 million florins for the whole of 1948 is to be expected.

The chief imports in June were (in millions of florins): wheat and wheat flour, 24.1; maize, 6.1; copra, 14.4; sugar, 8.5; tin ore, 9.8; coal, 12.8; mineral oils, 17.1; raw wool, 6.8; raw cotton, 8.2; automobiles and chassis, 8.8; aeroplanes, 9.6.

The foregoing figures indicate a continuation of the trend of the last three years: 67.9 per cent of the 1947 deficit was attributable to trade with the Western Hemisphere and 26.6 per cent to trade with European countries. According to an estimate published by the Netherlands Bank, the adverse balance for 1947 amounted to 3,514 million florins and was met as follows: 1,186 million florins by new public credits and redemptions received on credits already granted; 50 million florins from foreign investments in the Netherlands and credits to private persons; 99 million florins from the sale of gold; 131 million florins by the liquidation of foreign balances; 476 million florins from realization of securities and other foreign investments; 292 million florins by cashing overdue coupons, dividends and other revenues in arrear; and 279 million florins from various capital transactions such as the liquidation of old commercial claims.

Industrial Output Higher

Netherlands industry, as in most European countries, is still handicapped by the low average productivity of labour and a shortage of skilled labour, technicians and equipment, but in general constant progress is being made. The official index of production has risen to 102 (1938=100), which is considerably higher than for 1946. This may be partly attributed to the inclusion in the index of a number of industries which were not operating in 1938 and show production figures of anywhere from 231 to 608 per cent, thus giving a slightly distorted comparison.

The Netherlands need an expansion of industrial production and exports, not only to liquidate the unfavourable balance of payments but also to provide employment for a rapidly increasing population. A further increase in agricultural output is hardly feasible, as there is already a large unsaleable balance of winter and summer vegetables. The obstacles referred to above, however, make it unlikely that industrial output will increase rapidly; nevertheless, as these are overcome and industry is relieved of the heavy burden of taxation, now about 41 per cent of profits, there is every possibility of an expansion of specialized industry, as some slight improvement in chemicals and metals now suggest.

Price Control of Staple Commodities Maintained

One of the most difficult problems to be faced is that of prices and wages. In order to equalize the difference between wages and prices, price control of staple commodities is maintained, thus keeping under control the rise in prices resulting from the devaluation of the florin from its prewar value, from increased world prices and from the scarcity of goods. The cost-of-living index has been maintained at 182 by governmental expenditure on subsidies amounting annually to 548 million florins. On the other hand, there has been a general increase in wages of 25 per cent and a general revision in the wage structure of each individual branch of industry. Further family allowances, representing an average increase of 10 per cent in wages for workers with children, have been introduced. The index of wholesale prices now stands at 279, and that of wages at 184.4.

The amount of bank-notes in circulation has reached a record of 3,077.5 million florins, public savings have been declining almost continuously throughout the past three years, and there has been a heavy increase in new mortgages. In the first half of 1948, a total of 415 million florins in new mortgages was concluded against 576 million florins in the whole of 1947.

The financial market was capable of absorbing more new issues than were offered during the first months of the year, but a change has now taken place, and the many industrialists and shipping concerns requiring funds for replacements and expansion find it almost impossible to obtain funds in the capital market. The main causes of this change are probably high taxation and the two capital levies which are overhanging the market.

Industrial Production in Greece Progressed in Past Two Years

Industry only started to refunction towards end of 1945—Output reached 72 per cent of prewar levels at the close of 1947—Greek industry manufactures mainly semi-finished articles into finished products for domestic market.

By T. J. Monty, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the first of two articles on industry in Greece, prepared for publication in *Foreign Trade*.)

ATHENS, August 26, 1948.—Industry in Greece, like other facets of a national economy, suffered heavily during the war and during the various occupations. On liberation of this country, the lack of funds and raw materials, the loss of useful machinery, the scattering of technicians and their diversion to other occupations, the disorganization in government services, etc., all contributed to the lack of industrial activity and production. It was only by the end of 1945 that Greek industry restarted to function in the midst of great difficulties. Progress in production, however, increased in 1946, and in 1947 it reached, towards the end of that year, some 72 per cent of prewar basis.

As is the case with agricultural production which tends to approach prewar levels in only a few categories, the general index shows that on the whole both are still lagging between 60 per cent and 70 per cent of prewar.

The nature of Greek industry has its peculiarities. It manufactures mainly semi-finished articles into finished products for domestic consumption and for maintenance. The policy of self-sufficiency followed in the past has created many industries that can only survive with tariff protection.

Weighted Indices of Industrial and Mining Production

	May-Dec. 1945	1946	1947
	(1939 equals 100)		
Metallurgical industry . . . . .	..	20	51
Metal working industry	13	19	37
Building materials industry	24	32	49
Textile industry	26	58	71
Foodstuffs industry	48	65	71
Chemical industry	29	44	56
Leather industry	15	24	48
Paper industry	18	48	58
Clothing industry . . . . .	..	..	25
Woodworking industry	11	18	33
Cigarette industry	97	106	135
Electric power production	68	91	118
Electrical appliances industry	16	34	44
<i>General index for industry</i>	33	53	67
Mines	6	13	13
Lignite mines	60	39	77
<i>General index for mining</i>	8	14	16

Heavy Industries Show Decreased Activity

In general, the heavy industries show decreased activity. This is due to the absence of security, as a result of which capital is not prepared to invest money in long-term industries. Industries of lighter category have exceeded prewar levels due to their rapid turnover facilities. For instance, average artificial silk production has exceeded prewar levels by 80 per cent, the cigarette industry by 30 per cent, whereas the steel industry is hardly producing 37 per cent of prewar, farm machinery only 33 per cent and asphalt 31 per cent.

There are two main reasons for the country's industry not reaching prewar levels after three years of liberation. Firstly, the non-replacement of technical installations and the lack of raw materials, and secondly the decrease of the purchasing power of the population as a whole and the disorganized state of the country.

The metallurgical industry is represented by a single factory producing soft lead, lead in sheets, litharge and arsenic acid. The 1947 production was 51 per cent of the 1939 prewar basis. Metal working industries, as a whole, reached 37 per cent of the 1939 production last year.

Mainly engaged in repairs, the 1947 production of shipyards and the ship repairing industry was rather low, being only 11 per cent of the 1939 basis. Machine shops and metal construction comprises about 370 big and small workshops, production in 1947 amounting to 20 per cent of 1939. There are about 32 factories in the wire and nail industry, with production in 1947 reaching 32 per cent of 1939. There are four factories producing pipes and tubes, all located in the region of Athens, production figures for 1947 reaching 36 per cent of 1939. Screw production was 26 per cent of the 1939 level.

Production of Aluminum Manufactures Increased

Before the war there were only five factories making aluminum manufactures in the whole of Greece. During the occupation there was a scarcity of copper and manufacturers were obliged to use aluminum for household utensils. The total number of such newly established factories, both during and after the enemy occupation, is 27. Production in 1947 exceeded the 1939 index basis by 30 per cent. The production of copper manufactures was also 23 per cent higher than in 1939.

There are only two enamelware factories, one of which started operations in 1947. Production in 1947 had reached 35 per cent of that in 1939. Production of heating stoves has only reached 12 per cent of the prewar



Greece—Canadian wheat being unloaded by bucket on the dock at Piraeus, the port of Athens, through which will pass most of the commodities to be purchased by Greece with funds made available by the United States.

basis. There are six medium and seven small factories turning out agricultural implements with a production in 1947 which reached 33 per cent of the prewar level.

The steel industry in 1947 reached 36 per cent of the prewar basis. There is one factory producing iron rods for concrete construction, using junk and scrap iron as raw material. Production was delayed in 1947 and has only produced 4,000 tons, although the industry has a daily output of 45 to 50 tons. There is another factory producing steel in sheets, using sunken ship iron sheets as raw material. It has a daily output of 23 tons. Besides these steel producing factories, there are two other factories, one producing aluminum in sheets and another producing copper in sheets, discs, pipes, rods, as well as brass in sheets, pipes, rods and wires.

The average production of building materials last year was 49 per cent of the prewar 1939 basic index. This industry also suffered on account of the war and internal strife. There are six cement factories in different parts of Greece, the yearly capacity of which is 480,000 tons of portland cement. The 1947 production was almost 50 per cent of the prewar basis. The ceramic and tile industry is mostly of a workshop nature but in addition to these there are some larger factories making tiles and bricks of various sizes and shapes. Although there were great prospects for this industry after the liberation of Greece, production reached only 36 per cent of the 1939 basis on account of the civil war. There are four factories producing chinaware, tableware, jars, and copies of ancient jars decorated with ancient and modern pictures. The 1947 production, including factories of smaller range, was about 75 per cent of the prewar level.

India Permits Additional Cotton Hosiery Exports

The Government of India have decided to allow an additional quantity of cotton hosiery for export to all permissible destinations, including Pakistan. This additional quantity will be available for distribution only to manufacturers of cotton hosiery, and each factory will be eligible for a quota not exceeding 10 per cent of its production during the year 1947. Quotas will be granted on a three-month basis. (*India Commercial News*.)

Monthly Summary of Foreign Trade

Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	62.8	70.3	177.3	242.0	230.5	189.1	208.6	235.4
February.....	57.4	59.6	167.7	227.2	236.4	153.1	179.5	208.3
March.....	71.1	73.3	205.2	282.7	301.2	178.4	209.0	228.4
April.....	48.5	50.9	227.7	282.9	312.3	178.5	190.9	212.3
May.....	75.6	67.0	250.6	368.4	315.2	197.0	267.8	282.3
June.....	73.3	66.0	249.2	343.2	322.8	166.7	272.7	233.5
July.....	74.4	66.2	303.6	278.7	282.7	188.7	236.6	250.9
August.....	77.1	69.1	292.9	257.0	295.0	242.7	221.3	224.1
September.....	76.8	72.2	244.9	264.6	220.8	169.8	218.6	.....
October.....	91.3	88.2	259.8	314.0	227.9	204.2	250.8	.....
November.....	95.0	86.0	289.9	312.5	238.6	232.2	253.1	.....
December.....	81.3	68.9	302.6	266.9	234.8	211.9	266.2	.....
Total.....	884.5	837.6	2,971.5	3,440.0	3,218.3	2,312.2	2,774.9	1,875.1

Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	44.6	49.7	127.3	126.4	129.7	140.3	173.8	206.1
February.....	42.9	47.0	114.4	138.4	112.4	117.0	177.1	182.2
March.....	59.1	65.1	146.1	150.8	132.5	139.9	208.9	197.1
April.....	45.3	48.9	150.7	137.5	133.8	160.8	225.6	226.7
May.....	66.1	67.1	154.4	159.0	143.8	164.2	240.3	225.1
June.....	60.5	58.9	148.8	152.5	146.5	157.7	231.1	233.0
July.....	57.6	55.8	150.9	148.5	138.7	161.6	226.8	225.1
August.....	57.9	57.0	149.1	157.3	128.1	163.2	204.6	206.5
September.....	59.6	56.4	137.3	159.7	122.8	156.1	208.1	.....
October.....	68.6	63.9	162.9	160.1	134.4	186.4	254.5	.....
November.....	70.1	63.3	160.3	141.6	142.4	198.2	229.1	.....
December.....	52.2	44.3	134.9	127.2	121.2	181.9	194.2	.....
Total.....	684.6	677.5	1,735.1	1,758.9	1,585.8	1,927.3	2,573.9	1,701.7

Balance of Trade with all Countries (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	+	19.0	+	21.8	+	51.2	+	119.6
February.....	+	15.3	+	13.5	+	55.1	+	90.9
March.....	+	13.0	+	9.2	+	60.5	+	128.0
April.....	+	4.0	+	2.6	+	78.4	+	149.2
May.....	+	10.6	+	.8	+	98.9	+	211.8
June.....	+	13.8	+	7.9	+	104.4	+	193.5
July.....	+	17.9	+	11.4	+	155.6	+	133.3
August.....	+	20.3	+	12.9	+	146.0	+	101.9
September.....	+	18.3	+	16.7	+	110.1	+	107.6
October.....	+	23.8	+	25.3	+	100.0	+	158.4
November.....	+	26.2	+	23.5	+	133.1	+	175.9
December.....	+	30.3	+	25.6	+	173.1	+	142.9
Total.....	+	212.5	+	171.2	+	1,266.3	+	1,724.2
						+	1,681.6	+
						+	411.9	+
						+	237.8	+
								197.2

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts. The value of "Foreign Exports" is not included under the tabular heading "Canadian Exports", for which reason figures showing the balance of trade do not represent the difference between those for exports and imports.

Canadian Exports to the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	25.5	33.6	42.6	94.8	83.2	51.1	50.5	64.9
February.....	23.6	27.3	51.9	78.2	67.5	37.9	44.9	51.7
March.....	26.4	27.8	65.0	110.4	108.8	50.5	47.6	59.2
April.....	16.4	18.8	89.3	101.2	109.1	41.0	43.1	44.4
May.....	30.5	27.9	95.5	140.2	115.6	54.9	90.5	85.1
June.....	28.9	25.6	105.6	127.9	94.6	30.6	76.2	54.2
July.....	30.5	25.8	124.4	104.9	83.9	40.4	69.4	56.3
August.....	31.3	26.7	111.9	90.2	66.6	71.9	66.0	52.5
September.....	30.8	28.9	77.7	94.4	58.8	54.3	54.5	.....
October.....	38.4	36.0	73.4	112.6	56.3	47.7	66.8	.....
November.....	41.4	35.8	106.0	102.2	52.4	57.9	69.3	.....
December.....	30.0	25.5	89.5	77.9	66.4	59.4	72.5	.....
Total.....	353.6	339.7	1,032.6	1,235.0	963.2	597.5	751.2	468.2

Canadian Imports from the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	8.0	8.9	8.6	7.1	9.4	20.1	14.3	21.0
February.....	8.1	8.8	9.6	6.7	6.7	13.0	10.5	17.5
March.....	10.9	11.5	12.2	9.8	9.3	14.4	13.8	21.6
April.....	8.4	9.2	12.7	8.4	12.0	21.2	12.7	24.0
May.....	12.7	11.9	12.5	13.0	15.2	18.8	15.2	27.4
June.....	10.8	9.2	9.7	9.4	13.8	23.4	18.1	26.0
July.....	11.3	9.7	14.2	5.9	12.0	21.9	17.7	29.4
August.....	11.4	10.4	10.9	4.6	10.7	14.5	15.1	24.7
September.....	10.5	10.0	9.9	7.1	9.6	12.0	15.6	.....
October.....	11.0	11.6	13.3	18.1	12.1	15.6	18.3	.....
November.....	13.0	11.0	12.8	11.1	14.8	14.9	17.8	.....
December.....	8.0	7.0	8.6	9.4	14.9	11.7	20.3	.....
Total.....	124.0	119.3	135.0	110.6	140.5	201.4	189.4	193.2

Balance of Trade with the United Kingdom (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
		(Millions of Dollars)						
January.....	+ 17.7	+ 24.8	+ 34.1	+ 88.2	+ 74.5	+ 31.2	+ 36.3	+ 43.4
February.....	+ 14.6	+ 18.7	+ 42.7	+ 72.0	+ 61.4	+ 24.9	+ 34.5	+ 33.9
March.....	+ 15.6	+ 16.4	+ 53.0	+ 100.7	+ 101.5	+ 36.2	+ 33.9	+ 37.7
April.....	+ 9.1	+ 9.6	+ 77.0	+ 93.0	+ 98.9	+ 19.8	+ 30.4	+ 19.8
May.....	+ 17.7	+ 16.2	+ 83.9	+ 127.3	+ 101.1	+ 36.2	+ 75.6	+ 57.8
June.....	+ 18.3	+ 16.6	+ 96.1	+ 118.6	+ 81.3	+ 7.3	+ 58.2	+ 28.3
July.....	+ 19.4	+ 16.3	+ 111.0	+ 99.3	+ 72.2	+ 18.6	+ 52.0	+ 27.1
August.....	+ 20.0	+ 16.5	+ 101.4	+ 85.7	+ 56.8	+ 57.5	+ 51.1	+ 27.9
September.....	+ 20.3	+ 19.0	+ 68.0	+ 87.7	+ 49.2	+ 42.4	+ 39.4	.....
October.....	+ 27.5	+ 24.6	+ 60.3	+ 94.9	+ 44.8	+ 32.1	+ 48.7	.....
November.....	+ 28.4	+ 24.8	+ 93.7	+ 91.3	+ 37.7	+ 43.3	+ 51.6	.....
December.....	+ 22.1	+ 18.6	+ 81.0	+ 68.7	+ 51.6	+ 47.8	+ 52.5	.....
Total.....	+ 230.8	+ 222.1	+ 902.3	+ 1,127.5	+ 830.9	+ 397.4	+ 564.3	+ 276.0

Canadian Exports to the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	22.1	20.0	91.2	85.3	84.7	62.3	79.5	105.0
February.....	19.7	16.8	81.1	91.6	91.5	57.6	69.4	94.8
March.....	25.9	22.7	88.1	97.4	103.3	66.5	83.1	112.5
April.....	20.1	18.0	81.7	120.3	109.1	71.4	88.3	109.2
May.....	26.1	20.4	88.8	131.9	117.2	72.2	79.8	114.7
June.....	25.1	20.0	90.9	111.2	112.3	66.5	82.0	109.8
July.....	25.9	21.0	90.8	98.8	102.7	74.8	82.1	118.9
August.....	28.3	25.3	91.2	86.0	112.6	75.0	81.4	114.0
September.....	29.4	25.1	94.0	110.5	84.8	69.3	87.5	.....
October.....	33.5	28.0	112.8	123.0	88.4	99.1	102.4	.....
November.....	31.9	28.4	108.3	118.9	101.2	89.2	92.9	.....
December.....	33.3	24.7	130.2	126.4	88.9	83.9	106.0	.....
Total.....	321.3	270.5	1,149.2	1,301.3	1,197.0	887.9	1,034.2	878.9

Canadian Imports from the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
(Millions of Dollars)								
January.....	28.7	32.3	104.8	106.3	101.8	97.4	136.4	150.0
February.....	27.9	31.2	94.2	115.8	92.8	86.0	138.4	136.8
March.....	33.0	42.9	120.0	123.3	105.3	100.1	165.1	138.3
April.....	29.2	31.4	124.4	114.4	102.7	114.8	181.6	159.5
May.....	38.3	40.5	124.0	127.0	104.8	113.4	184.7	145.0
June.....	36.4	37.1	121.1	122.2	110.7	106.6	174.7	154.9
July.....	33.4	34.1	120.0	124.0	103.5	112.5	168.9	149.5
August.....	33.7	35.3	124.9	138.3	96.8	123.1	155.3	136.1
September.....	36.2	34.7	113.5	135.6	89.6	115.8	163.0	.....
October.....	42.5	38.5	134.5	121.4	101.3	140.4	190.4	.....
November.....	40.8	37.6	130.9	116.1	103.3	149.5	174.4	.....
December.....	33.6	29.2	111.5	102.9	89.9	145.6	141.7	.....
Totals.....	418.7	424.7	1,423.7	1,447.2	1,202.4	1,405.3	1,974.7	1,170.0

Balance of Trade with the United States (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948								
(Millions of Dollars)																
January.....	—	5.9	—	11.3	—	12.8	—	18.3	—	15.0	—	33.2	—	55.8	—	43.2
February.....	—	7.5	—	13.8	—	12.0	—	22.7	+	1.9	—	27.1	—	67.1	—	40.4
March.....	—	10.3	—	19.5	—	30.9	—	19.4	+	1.7	—	32.4	—	80.2	—	24.2
April.....	—	8.4	—	12.8	—	41.9	+	9.0	+	10.1	—	41.9	—	91.6	—	48.0
May.....	—	11.0	—	19.5	—	33.8	+	6.8	+	15.0	—	39.9	—	102.7	—	28.7
June.....	—	10.5	—	16.5	—	28.7	—	9.0	+	3.8	—	38.5	—	90.5	—	43.5
July.....	—	6.6	—	12.4	—	27.3	—	23.3	+	1.5	—	35.9	—	84.6	—	28.6
August.....	—	4.5	—	9.4	—	32.3	—	50.4	+	18.2	—	45.6	—	71.6	—	20.3
September.....	—	5.9	—	8.9	—	17.6	—	23.0	—	2.3	—	44.7	—	73.8	—	.....
October.....	—	8.0	—	9.7	—	20.4	+	5.2	—	9.9	—	39.4	—	86.2	—	.....
November.....	—	7.7	—	8.6	—	20.4	+	6.4	—	0.1	—	58.1	—	79.8	—	.....
December.....	—	0.7	—	3.7	+	21.2	+	25.9	+	0.1	—	60.1	—	33.9	—	.....
Total.....	—	87.0	—	146.0	—	257.0	—	112.7	+	25.0	—	496.7	—	918.1	—	277.1

Canadian Imports, by Areas

Country	August			January—August		
	1938	1947	1948	1938	1947	1948
(Millions of Dollars)						
BRITISH COUNTRIES						
United Kingdom and Europe.....	10.4	15.1	24.7	79.6	117.5	193.2
America.....	2.7	4.4	5.4	15.1	26.8	33.4
Africa.....	0.1	0.9	3.7	3.0	13.0	22.1
Asia.....	1.7	5.1	5.8	15.2	46.6	48.4
Oceania.....	1.1	3.1	4.1	10.4	21.7	24.6
Total British Countries.....	16.0	28.6	43.7	123.3	225.5	321.7
FOREIGN COUNTRIES						
United States and Possessions.....	35.3	155.5	136.1	284.9	1,306.3	1,172.7
Latin America.....	1.4	14.6	20.4	9.8	97.9	148.8
Europe.....	3.6	4.1	4.7	24.9	39.8	38.0
Other Foreign.....	0.8	1.8	1.7	6.7	18.6	20.4
Total Foreign Countries.....	41.1	176.0	162.8	326.3	1,462.6	1,379.9
TOTAL IMPORTS FOR CONSUMPTION..	57.0	204.6	206.5	449.5	1,688.1	1,701.7

Canadian Imports, by Countries

Country	August			January—August		
	1938	1947	1948	1938	1947	1948
BRITISH COUNTRIES	(Thousands of Dollars)					
Europe:						
United Kingdom.....	10,372	15,098	24,685	79,629	117,443	193,193
Eire.....	1	2	4	16	65	32
Gibraltar.....				1	12	1
Malta.....						
Total Europe.....	10,373	15,100	24,689	79,646	117,520	193,226
America:						
Newfoundland.....	343	1,820	1,596	1,494	5,009	6,264
Bermuda.....	2	13	10	57	29	34
Barbados.....	39	406	359	1,109	6,190	4,369
Jamaica.....	1,489	926	1,022	4,686	4,143	6,288
Trinidad and Tobago.....	209	317	1,159	2,008	4,456	6,299
Bahamas.....	203	49	50	1,982	383	356
Leeward and Windward Islands.....	1	1	23		136	230
British Honduras.....	1	31	108	48	506	563
British Guiana.....	401	793	1,102	3,749	5,910	9,040
Falkland Islands.....						
Total America.....	2,687	4,356	5,429	15,133	26,762	33,443
Africa:						
Northern Rhodesia.....	5		2		19	3
Union of South Africa.....	57	146	361	613	1,765	2,167
Other British South Africa.....	1	2	36	2	140	163
Southern Rhodesia.....						
Gambia.....						
Gold Coast.....	13	86	1,030	574	5,166	7,852

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

Canadian Imports, by Countries—Continued

Country	August			January-August		
	1938	1947	1948	1938	1947	1948
(Thousands of Dollars)						
BRITISH COUNTRIES—Concluded						
Africa—Con.						
Nigeria.....	5	243	1,152	362	1,897	4,925
Sierra Leone.....				10	14	5
Other British West Africa.....						
British Sudan.....	8	4	1	20	16	13
British East Africa.....	59	426	1,100	1,387	3,948	6,997
Total Africa.....	143	912	3,682	2,968	12,965	22,125
Asia:						
India.....	515	3,106	1,664	5,240	26,750	24,717
Pakistan.....			180			798
Burma*.....	24			245	2	
Ceylon.....	295	656	584	2,375	6,813	6,840
Aden.....			624	7		918
British Malaya.....	804	1,188	2,424	6,528	12,368	13,775
Other British East Indies.....	5		4	100	1	34
Hong Kong.....	52	105	303	524	633	1,250
Palestine.....	1	6		125	20	25
Total Asia.....	1,696	5,061	5,783	15,155	46,587	48,357
Oceania:						
Australia.....	527	763	3,136	5,110	10,678	14,154
New Zealand.....	198	2,385	240	3,578	9,310	7,051
Fiji.....	336		699	1,655	1,071	3,383
Other Oceania.....				16		
Total Oceania.....	1,061	3,148	4,075	10,359	21,659	24,588
TOTAL BRITISH COUNTRIES.....	15,961	28,578	43,659	123,259	225,492	321,741
FOREIGN COUNTRIES						
United States and Possessions:						
United States.....	35,264	155,350	136,061	284,698	1,305,163	1,170,027
Alaska.....	3	85	47	52	417	920
American Virgin Islands.....		1			7	11
Guam.....						
Hawaii.....	18	8		106	556	474
Puerto Rico.....	1	16	6	2	138	1,297
Total United States and Possessions.....	35,286	155,460	136,114	284,858	1,306,281	1,172,729
Latin America:						
Argentina.....	70	1,315	177	1,227	11,177	5,281
Bolivia.....				8	8	
Brazil.....	131	773	1,625	519	7,647	13,626
Chile.....		22	9	73	287	254
Colombia.....	626	229	797	3,677	6,222	5,633
Costa Rica.....	7	9	261	46	476	2,442
Cuba.....	43	2,383	2,095	297	12,517	14,210
Ecuador.....	3	10	202	19	98	558
Guatemala.....	3	1,290	682	66	6,829	5,924
Haiti.....	8	13	9	58	131	128
Honduras.....		444	675	6	5,550	3,740
Mexico.....	3	1,271	1,352	427	9,158	20,985
Nicaragua.....		44	13		70	163
Panama.....		2	119	12	2,010	597
Paraguay.....		28	17	53	183	221
Peru.....	305		150	2,168	289	312
Salvador.....	2		71	10	1,217	1,072
San Domingo.....		1,957	3,017		5,056	10,994
Uruguay.....	25	74	36	85	248	538
Venezuela.....	201	4,777	9,068	1,084	28,770	62,083
Total Latin America.....	1,427	14,641	20,375	9,835	97,943	148,761

*See Foreign Countries from January 1, 1948.

Canadian Imports, by Countries—Concluded

Country	August			January-August		
	1938	1947	1948	1938	1947	1948
FOREIGN COUNTRIES—Concluded						
Europe:						
				(Thousands of Dollars)		
Albania.....				2		
Austria.....	464	31	8	83	52	235
Belgium.....		1,002	638	3,674	7,372	7,849
Bulgaria.....						
Czechoslovakia.....	298	290	357	1,958	2,557	2,862
Denmark.....	17	368	325	113	1,013	1,540
Estonia.....	1			16		
Finland.....	7		3	47	21	21
France.....	543	431	1,082	3,608	5,552	7,490
Germany.....	1,037	66	112	6,071	424	648
Greece.....	1	2	3	17	69	117
Hungary.....	10	9	3	114	35	86
Iceland.....			1	4	2	23
Italy.....	198	251	596	1,560	2,569	4,445
Latvia.....	2			9		
Lithuania.....				1		1
Netherlands.....	392	106	322	2,127	1,949	2,806
Norway.....	58	69	71	428	4,648	464
Poland.....	20		2	158	2	11
Portugal.....	27	68	110	157	868	724
Azores and Madeira.....	18	52	44	106	507	216
Roumania.....	4		1	21	1	13
Soviet Union.....	46			238	56	2
Spain.....	36	110	276	533	2,114	1,871
Sweden.....	147	286	136	1,498	1,896	1,845
Switzerland.....	254	975	565	2,343	8,059	4,758
Yugoslavia.....	4		1	16	22	3
Total Europe.....	3,584	4,117	4,660	24,897	39,788	38,030
Other Foreign Countries:						
Abyssinia.....				9	2	25
Afghanistan.....						
Belgian Congo.....		83		1	568	970
Burma*.....						6
China.....	171	131	269	1,687	1,976	3,404
Greenland.....	2			255		
Egypt.....	17	33	4	366	196	1,443
French Africa.....	9			49	248	9
French East Indies.....	19			158		
French Guiana.....						
French Oceania.....					2	
French West Indies.....				1	19	45
Madagascar.....		1	2	33	15	24
St. Pierre and Miquelon.....	1	1	1	9	9	4
Iraq.....	3	1	28	74	823	686
Tripoli.....						
Other Italian Africa.....						
Japan.....	405	62	129	3,128	102	660
Korea.....				1		
Liberia.....				21	18	7
Morocco.....	16		17	51	35	152
Netherlands East Indies.....	70	14	12	408	115	202
Netherlands Guiana.....		43	68		127	624
Netherlands West Indies.....		1,101	915		4,581	5,332
Iran.....	11	5	19	37	268	92
Philippine Islands.....	17	263	200	292	6,758	5,868
Portuguese Africa.....					332	77
Portuguese Asia.....				1		
Siam.....		1		9	21	40
Canary Islands.....	1		1	10		6
Spanish Africa.....						
Syria.....		4	2	9	17	14
Turkey.....	25	9	9	89	2,355	713
Total Other Foreign.....	767	1,752	1,685	6,691	18,594	20,403
TOTAL FOREIGN COUNTRIES.....	41,066	175,974	162,831	326,282	1,462,609	1,379,924
TOTAL IMPORTS.....	57,026	204,552	206,490	449,541	1,688,100	1,701,665

*See British Countries prior to 1948.

Trade and Tariff Regulations

Bermuda Permits Importation of Canned Milk

Hamilton, September 28, 1948.—(FTS)—The Director of Supplies, Bermuda, advised importers on September 24, 1948, that applications for permission to import canned evaporated milk and canned condensed milk from all sources will be considered provided that the permits submitted are substantiated by signed firm orders, and shipments will not arrive in the Colony before November 15, 1948.

British Guiana Increased Quotas of Evaporated Milk

Port-of-Spain, October 4, 1948.—(FTS)—The Controller of Supplies and Prices, British Guiana, notified quota holders on September 29, 1948, that additional quotas have been established for the importation of evaporated milk from Canada and applications for import licences will be received immediately.

China Announces Quotas for Essential Goods

Shanghai, September 17, 1948.—(FTS)—The Chinese Government on September 15 announced reductions in the quotas for essential goods for the current period, July 1 to December 31, 1948. The amount of these quotas is set at U.S.\$42,141,000 as compared with U.S.\$73,000,000 for the previous half-year.

The main items for which quotas were established are: Gasoline, \$800,000; liquid fuels, \$600,000; kerosene, \$600,000; gunny sacks, \$1,400,000; metals, \$7,000,000; chemicals, \$4,000,000; paper and woodpulp, \$8,000,000; timber, \$2,600,000; dyes, \$3,600,000; rubber, rubber products, \$3,000,000; lubricating oils, \$120,000; tanning extracts, \$216,000; pharmaceuticals, \$800,000.

The new quotas reduced to only twenty-one items the types of raw materials and other essential goods which may be imported during the second half of the year. Among those eliminated are automobiles. The quota for paper and woodpulp was reduced \$600,000, while that of timber was reduced \$400,000. The quotas for metals and chemicals remain the same and, for pharmaceuticals, the quota has been increased \$400,000.

Federation of Malaya Revises Import Control Policy

Singapore, September 27, 1948.—(FTS)—The Acting Comptroller of Customs of the Federation of Malaya announced today that, in accordance with the accepted policy whereby all "hard-currency" countries are treated similarly in import control, it has been found necessary to eliminate the quotas which have been allowed for the import of certain commodities from Canada only. In future, therefore, the notice declares, imports from Canada will be confined to those commodities which are permitted, either freely or in restricted amounts, from any "hard-currency" source.

DIRECTORY INFORMATION

The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada appears in the last issue of *Foreign Trade* each month.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Galt—Board of Trade.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kentville—Board of Trade.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Pembroke—Chamber of Commerce.

Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
Toronto—Canadian Manufacturers' Association.
Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.

T. Grant Major, Canadian Government Trade Commissioner in Port-of-Spain, Trinidad, is making a tour of Canada, visiting those sections of the country interested in trade with his area, which includes the Leeward and Windward Islands, Barbados, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Ottawa—October 14-16.
Fredericton—October 18-19.
Saint John—October 20-21.
Kentville—October 22-23.
Halifax—October 25-26.
Charlottetown—October 28.

Moncton—October 29.
St. John's, Newfoundland—November 1-2.
Ottawa—November 4-6.
Quebec City—November 9.
Montreal—November 10-12.

J. C. Britton, Commercial Secretary for Canada in St. John's, Newfoundland, for the last five years, is continuing his tour of Canada, during which he will discuss with businessmen the development of trade between this country and Newfoundland. On conclusion of his present tour, Mr. Britton will sail for Tokyo, to which he has been posted as special representative. The dates of Mr. Britton's tour to Winnipeg, Regina, Vancouver and Victoria, have been amended and will be announced later.

Toronto—September 29-October 12.

F. W. Fraser, Commercial Secretary for Canada in Melbourne, Australia, will commence a tour of Canada on October 25, visiting those sections of the country interested in trade with his area, which includes the States of Victoria, South Australia, Western Australia, and Tasmania.

Windsor, Walkerville—October 25-26.
Sarnia—October 27.
London—October 28.
Kitchener—October 29.
Guelph—October 30.
Preston, Galt—November 1.

Brantford—November 2.
Hamilton—November 3, 4.
St. Catharines, Welland—November 5, 6.
Toronto—November 8-19.
Ottawa—November 22-24.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

*Calls at Halifax about four days later.

†Calls at Quebec about three days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	October 21-25	<i>Shelburne County</i>	March Shipping
Lourenço Marques..	Oct. 30-Nov. 11	<i>Chandler</i>	Elder Dempster
Lourenço Marques..	November 1	<i>Morgenster</i>	Shipping Limited
Lourenço Marques..	November 20-25	<i>Digby County</i>	March Shipping
Lourenço Marques..	October 11-24	<i>Cottrell</i>	Elder Dempster
Beira.....	November 11-22	<i>Cambray</i>	Elder Dempster
Lourenço Marques..	October 15-20	<i>Lionel</i>	Kerr Steamships
Mombasa.....	Oct. 25-Nov. 2	<i>Thorscape</i>	Kerr Steamships
Beira.....	November 13-20	<i>Thorshall</i>	Kerr Steamships
Africa-South—			
Cape Town.....	October 11-24	<i>Cottrell</i>	Elder Dempster
Port Elizabeth.....	October 15-20	<i>Lionel</i>	Kerr Steamships
East London.....	October 21-25	<i>Shelburne County</i>	March Shipping
Durban.....	Oct. 25-Nov. 2	<i>Thorscape</i>	Kerr Steamships
	Oct. 30-Nov. 10	<i>Chandler</i>	Elder Dempster
	November 1	<i>Morgenster</i>	Shipping Limited
	November 11-12	<i>Cambray</i>	Elder Dempster
	November 20-25	<i>Digby County</i>	March Shipping
Argentina—			
Buenos Aires.....	October 20-23	<i>Mormacport</i>	Montreal Shipping
Buenos Aires.....	October 28-30	<i>Bowgran</i>	Cunard Donaldson
Buenos Aires.....	November 1-2	<i>Mormacsurf</i>	Montreal Shipping
Buenos Aires.....	November 1-5	<i>+Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....			
Sydney.....			
Hobart.....			
Geelong.....			
Melbourne.....			
Adelaide.....			
Freemantle.....			
Geelong.....			
Melbourne.....			
Sydney.....			
	November 15-20	<i>City of St. Albans</i>	Montreal Australia New Zealand Line
	Oct. 31-Nov. 5	<i>Port Albany</i>	Montreal Australia New Zealand Line

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Belgian Congo— Matadi.....	November 20-25	<i>Digby County</i>	March Shipping
Belgium— Antwerp.....	October 14-20	<i>Anatina</i>	Montreal Shipping
Antwerp.....	October 15-20	<i>Kent County</i>	Canada Steamships
Antwerp.....	October 20	<i>Prins Johan Willem Friso</i>	Shipping Limited
Antwerp.....	October 20	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 22-28	<i>Ida Bakke</i> (r)	Montreal Shipping
Antwerp.....	Oct. 31-Nov. 6	<i>Beavercoke</i> (r)	Canadian Pacific
Antwerp.....	November 2-7	<i>Beaconsfield</i>	Cunard Donaldson
Antwerp.....	November 4	<i>Prins Willem III</i>	Shipping Limited
Antwerp.....	November 13	<i>Prins Alexander</i>	Shipping Limited
Antwerp.....	November 12-18	<i>Westralia</i>	Montreal Shipping
Antwerp.....	November 16-22	† <i>Sein</i>	Furness Withy
Antwerp.....	November 17	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 18-22	<i>Anatina</i>	Montreal Shipping
Antwerp.....	November 20	<i>Hedel</i>	Shipping Limited
Antwerp.....	November 22-27	<i>Sparreholm</i>	Swedish American
Antwerp.....	November 23	<i>Prins Fredrik Hendrik</i>	Shipping Limited
Antwerp.....	November 23	<i>Prins Johan Willem Friso</i>	Shipping Limited
Brazil— Rio de Janeiro.....	October 20-23	<i>Mormacport</i>	Montreal Shipping
Santos.....	November 1-2	<i>Mormacsurf</i>	Montreal Shipping
Recife.....			
Rio de Janeiro.....	October 28-30	<i>Bowgran</i>	Cunard Donaldson
Santos.....	November 1-5	† <i>Brazilian Prince</i>	Furness Withy
British Honduras— Belize.....	November 10-14	<i>A Ship</i>	Saguenay Terminals
Canal Zone— Cristobal.....	November 10-14	<i>A Ship</i>	Saguenay Terminals
Ceylon— Colombo.....	October 25-30	<i>A Ship</i>	March Shipping
China— Shanghai.....	October 18-20	<i>Rhexenor</i>	Cunard Donaldson
Shanghai.....	Oct. 25-Nov. 2	<i>Riverside</i>	March Shipping
Shanghai.....	November 10-20	<i>Seaside</i>	March Shipping
Colombia— Barranquilla.....	October 18-21	† <i>Benny</i> (r)	Saguenay Terminals
Barranquilla.....	Oct. 30-Nov. 4	† <i>A Ship</i>	Saguenay Terminals
Barranquilla.....	October 26-28	<i>Polykarp</i>	Swedish American
Barranquilla.....	November 5-8	<i>Laholm</i>	Swedish American
Cuba— Havana.....	November 1-5	<i>Tunaholm</i>	Swedish American
Santiago.....	November 20-25	<i>Stegeholm</i>	Swedish American
Denmark— Copenhagen.....	October 12-19	<i>Danaholm</i>	Swedish American
Copenhagen.....	November 5-6	<i>Erland</i>	Swedish American
Copenhagen.....	November 22-27	<i>Sparreholm</i>	Swedish American
Dominican Republic— Ciudad Trujillo.....	Oct. 30-Nov. 4	† <i>A Ship</i>	Saguenay Terminals
Egypt— Alexandria.....	November 2-6	<i>Amsteldijk</i>	Cunard Donaldson
Port Said.....	November 16-20	<i>Soestdijk</i>	Cunard Donaldson
Suez.....			
Eire— Dublin.....	October 20	<i>Irish Ash</i>	Shipping Limited
Cork.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Finland—			
Helsinki.....	November 5-6	<i>Erland</i>	Swedish American
Helsinki.....	November 22-27	<i>Sparreholm</i>	Swedish American
France—			
Le Havre.....	October 15-20	<i>Kent County</i>	Canada Steamships
Le Havre.....	November 16-22	† <i>Sein</i>	Furness Withy
Le Havre.....	November 22-27	<i>Sparreholm</i>	Swedish American
Marseilles.....	November 4-10	<i>Capo Vita</i>	Furness Withy
Rouen.....	October 22-28	<i>Ida Bakke</i> (r)	Montreal Shipping
Germany—			
Hamburg.....	October 14-20	<i>Anatina</i>	Montreal Shipping
Hamburg.....	October 22-28	<i>Ida Bakke</i> (r)	Montreal Shipping
Hamburg.....	November 2-7	<i>Beaconsfield</i>	Cunard Donaldson
Hamburg.....	November 12-18	<i>Westralia</i>	Montreal Shipping
Hamburg.....	November 18-24	<i>Anatina</i>	Montreal Shipping
Bremen.....	November 22-27	<i>Sparreholm</i>	Swedish American
Hamburg.....			
Greece—			
Piraeus.....	October 17-22	<i>Italo Marsano</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....	November 10-14	<i>A Ship</i>	Saguenay Terminals
Haiti—			
Port au Prince.....	October 18-21	† <i>Benny</i> (r)	Saguenay Terminals
Port au Prince.....	Oct. 30-Nov. 4	† <i>A Ship</i>	Saguenay Terminals
Hong Kong.....	{ October 18-20 November 10-20	<i>Rhexenor</i> <i>Seaside</i>	Cunard Donaldson March Shipping
India and Pakistan—			
Karachi.....	October 14-19	<i>Catrine</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Bombay.....	October 25-30 November 10-20	<i>A Ship</i> <i>Seaside</i>	March Shipping March Shipping
Madras.....			
Calcutta.....			
Italy—			
Naples.....	October 17-22 October 22-26	<i>Italo Marsano</i> <i>Mont Sandra</i>	Montreal Shipping Montreal Shipping
Genoa.....			
West Coast Ports.....	October 17-22 November 4-10 October 22-26	<i>Italo Marsano</i> <i>Capo Vita</i> <i>Mont Sandra</i>	Montreal Shipping Furness Withy Montreal Shipping
Japan—			
Yokohama.....	November 10-20	<i>Seaside</i>	March Shipping
Malaya—			
Penang.....	November 2-6 November 16-20	<i>Amsteldijk</i> <i>Soestdijk</i>	Cunard Donaldson Cunard Donaldson
Port Swettenham.....			
Mediterranean—			
Central and Western Areas.....	October 17-22 October 22-26	<i>Italo Marsano</i> <i>Mont Sandra</i>	Montreal Shipping Montreal Shipping
Mexico—			
Veracruz.....	November 1-5	<i>Tunaholm</i>	Swedish American
Veracruz.....	November 10-13	<i>Federal Pioneer</i>	Federal Commerce
Veracruz.....	November 20-25	<i>Stegeholm</i>	Swedish American
Tampico.....	October 20-25	<i>Salen</i>	Federal Commerce
Veracruz.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Netherlands— Amsterdam..... Rotterdam.....	October 14-20	<i>Anatina</i>	Montreal Shipping
	October 15-20	<i>Kent County</i>	Canada Steamships
	October 20	<i>Prins Johan Willem Friso</i>	
	October 20	<i>Prins Willem IV</i>	Shipping Limited
	October 22-28	<i>Ida Bakke (r)</i>	Shipping Limited
	November 2-7	<i>Beaconsfield</i>	Montreal Shipping
	November 4	<i>Prins Willem III</i>	Cunard Donaldson
	November 13	<i>Prins Alexander</i>	Shipping Limited
	November 12-18	<i>Westralia</i>	Montreal Shipping
	November 17	<i>Prins Maurits</i>	Shipping Limited
	November 18-24	<i>Anatina</i>	Montreal Shipping
	November 20	<i>Hedel</i>	Shipping Limited
	November 22-27	<i>Sparreholm</i>	Swedish American
	November 23	<i>Prins Frederik Hendrik</i>	Shipping Limited
	November 23	<i>Prins Johan Willem Friso</i>	
			Shipping Limited
Netherlands East Indies— Batavia..... Soerabaya..... Samarang..... Cheribon..... Belawan-Deli.....	November 2-6	<i>Amsteldijk</i>	Cunard Donaldson
	November 16-20	<i>Soestdijk</i>	Cunard Donaldson
Netherlands West Indies— Curaçao..... Curaçao..... Curaçao.....	October 18-21	† <i>Benny (r)</i>	Saguenay Terminals
	October 26-29	<i>Polykarp</i>	Swedish American
	November 5-8	<i>Laholm</i>	Swedish American
Newfoundland— St. John's..... St. John's..... St. John's..... St. John's..... St. John's.....	October 16-19	<i>Wellington Kent</i>	Newfoundland Canada
	October 25-28	<i>Galloway Kent</i>	Montreal Shipping
	Oct. 30-Nov. 2	<i>Wellington Kent</i>	Newfoundland Canada
	November 13-16	<i>Wellington Kent</i>	Newfoundland Canada
	November 26-29	<i>Dione</i>	Shaw Steamships
New Zealand— Auckland..... Wellington..... Lyttleton..... Dunedin.....	November 11-17	<i>Kent</i>	Montreal Australia New Zealand Line
Norway— Oslo..... Kristiansand..... Stavanger..... Bergen.....	November 5-6	<i>Erland</i>	Swedish American
	November 22-27	<i>Sparreholm</i>	Swedish American
Norway— Oslo..... Kristiansand..... Stavanger..... Bergen..... Trondheim.....	October 21	<i>Topdalsfjord</i>	March Shipping
	October 29	<i>Idefjord</i>	March Shipping
	November 1	<i>Laurits Swenson</i>	March Shipping
	November 3	<i>Ranenfjord</i>	March Shipping
	November 10	<i>Minerva</i>	March Shipping
	November 10	<i>Norefjord</i>	March Shipping
Palestine— Tel-Aviv..... Haifa.....	October 30	<i>A Ship</i>	Shipping Limited
Philippines— Manila.....	October 18-20	<i>Rhexenor</i>	Cunard Donaldson
Poland— Gdynia..... Gdansk.....	November 5-6	<i>Erland</i>	Swedish American
	November 22-27	<i>Sparreholm</i>	Swedish American
St. Pierre et Miquelon.....	October 16-19	<i>Wellington Kent</i>	Newfoundland Canada
	Oct. 30-Nov. 2	<i>Wellington Kent</i>	Newfoundland Canada
	November 13-16	<i>Wellington Kent</i>	Newfoundland Canada

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator or Agent
Singapore	{ November 2-6 November 16-20	<i>Amsteldijk</i> <i>Soestdijk</i>	Cunard Donaldson Cunard Donaldson
Sweden — Gothenburg.....			
Malmo.....	November 5-6	<i>Erland</i>	Swedish American
Stockholm.....	November 22-27	<i>Sparreholm</i>	Swedish American
Norrkoping.....			
Trieste	October 17-22	<i>Italo Marsano</i>	Montreal Shipping
United Kingdom — Avonmouth.....	October 18-24	<i>Norwegian</i>	Cunard Donaldson
Avonmouth.....	November 8-13	<i>Delilian</i> (r)	Cunard Donaldson
Avonmouth.....	November 10-15	<i>Bristol City</i>	Furness Withy
Bristol.....	Oct. 30-Nov. 4	<i>Gloucester City</i>	Furness Withy
Glasgow.....	October 11-18	<i>Lismoria</i> (r)	Cunard Donaldson
Glasgow.....	October 23-29	<i>Salacia</i> (r)	Cunard Donaldson
Glasgow.....	November 1-10	<i>Moveria</i> (r)	Cunard Donaldson
Glasgow.....	November 13-21	<i>Lismoria</i> (r)	Cunard Donaldson
Hull.....	October 20-25	<i>Consuelo</i> (r)	McLean Kennedy
Leith.....	Oct. 27-Nov. 1	<i>Cairnavon</i>	Furness Withy
Liverpool.....	October 17-22	<i>Empress of France</i> (r)	Canadian Pacific
Liverpool.....	October 25-30	<i>Arabia</i> (r)	Cunard Donaldson
Liverpool.....	Oct. 30-Nov. 5	<i>Empress of Canada</i> (r)	Canadian Pacific
Liverpool.....	Oct. 31-Nov. 3	<i>Ascania</i> (r)	Cunard Donaldson
Liverpool.....	November 16-22	<i>Sibley Park</i>	Cunard Donaldson
London.....	October 25-29	* <i>Fort Cadotte</i>	Cunard Donaldson
London.....	Oct. 31-Nov. 6	<i>Beavercove</i> (r)	Canadian Pacific
London.....	November 6-13	<i>Vasconia</i> (r)	Cunard Donaldson
Manchester.....	October 20-23	<i>Manchester Regiment</i> (r)	Furness Withy
Manchester.....	October 27-30	<i>Manchester Progress</i> (r)	Furness Withy
Manchester.....	November 3-6	<i>Manchester Trader</i> (r)	Furness Withy
Manchester.....	November 10-13	<i>Manchester Port</i> (r)	Furness Withy
Newcastle.....	October 11-16	<i>Cairnvalona</i>	Furness Withy
Newcastle.....	Oct. 27-Nov. 1	<i>Cairnavon</i>	Furness Withy
Newport.....	October 18-25	<i>Norwegian</i>	Cunard Donaldson
Swansea.....	Oct. 30-Nov. 4	<i>Gloucester City</i>	Furness Withy
Swansea.....	November 10-15	<i>Bristol City</i>	Furness Withy
Uruguay — Montevideo.....	October 20-23	<i>Mormacport</i>	Montreal Shipping
Montevideo.....	October 28-30	<i>Bowgrana</i>	Cunard Donaldson
Montevideo.....	November 1-2	<i>Mormacsurf</i>	Montreal Shipping
Montevideo.....	November 1-5	† <i>Brazilian Prince</i>	Furness Withy
Venezuela — La Guaria.....	Oct. 30-Nov. 4	† <i>A Ship</i>	Saguenay Terminals
Puerto Cabello.....			
La Guaira.....	October 18-21	† <i>Benny</i> (r)	Saguenay Terminals
Maracaibo.....			
La Guaira.....	October 26-29	<i>Polykarp</i>	Swedish American
Puerto Cabello.....	November 3-8	<i>Laholm</i>	Swedish American
Maracaibo.....			
West Indies — Antigua.....			
Barbados.....			
Bermuda.....			
British Guiana.....	October 12-21	* <i>Alcoa Pennant</i> (r)	Alcoa Steamships
Dominica.....	October 18-25	<i>Canadian Cruiser</i> (r)	Canadian National
Grenada.....	Oct. 26-Nov. 4	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Montserrat.....	November 8-15	* <i>Canadian Challenger</i> (r)	Canadian National
St. Kitts.....	November 9-19	* <i>Alcoa Pointer</i>	Alcoa Steamships
St. Lucia.....			
St. Vincent.....			
Trinidad.....			

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies —Con. Puerto Rico.....	{ October 26-29 November 5-8	<i>Polykarp</i> <i>Laholm</i>	Swedish American Swedish American
Bahamas.....	October 20	* <i>Canadian Observer</i>	Canadian National
	November 1	* <i>Canadian Victor</i>	Canadian National
Jamaica.....	November 12	* <i>Canadian Leader</i>	Canadian National
	November 22	* <i>Canadian Conqueror</i>	Canadian National
	November 27	* <i>Canadian Observer</i>	Canadian National
Jamaica.....	{ November 1-5 November 20-25	<i>Tunaholm</i> <i>Stegeholm</i>	Swedish American Swedish American

Departures from Quebec

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom — London.....	November 1-4	<i>Samaria</i> (r)	Cunard Donaldson
London.....	November 14-18	<i>Scythia</i> (r)	Cunard Donaldson

Departures from Halifax

*Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Cuba — Santiago.....	November 12-14	<i>Dufferin Bell</i>	Pickford and Black
Dominican Republic — Ciudad Trujillo.....	November 12-14	<i>Dufferin Bell</i>	Pickford and Black
Haiti — Port au Prince.....	November 12-14	<i>Dufferin Bell</i>	Pickford and Black
Newfoundland — St. John's.....	October 19-21	<i>Mary Sweeney</i>	Newfoundland Canada
St. John's.....	October 22-25	<i>Fort Amherst</i>	Furness Withy
St. John's.....	October 24-29	<i>Nova Scotia</i>	Furness Withy
St. John's.....	October 26-27	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	October 26-28	<i>Mary Sweeney</i>	Newfoundland Canada
St. John's.....	Oct. 28-Nov. 1	<i>Fort Townshend</i>	Furness Withy
St. John's.....	October 28-29	<i>Atlantic Charter</i>	Montreal Shipping
St. John's.....	November 7-8	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	November 16-19	<i>Fort Amherst</i>	Furness Withy
St. John's.....	November 17-22	<i>Nova Scotia</i>	Furness Withy
St. John's.....	November 18-19	<i>Mayhaven</i>	Shaw Steamships
St. John's.....	Nov. 23-Dec. 3	<i>Newfoundland</i>	Furness Withy
St. John's.....	Nov. 30-Dec. 1	<i>Mayhaven</i>	Shaw Steamships
Corner Brook.....	November 2-4	<i>Mary Sweeney</i>	Newfoundland Canada
St. Pierre et Miquelon —.....	{ October 26-27 October 28-29 November 7-8 November 18-19 Nov. 30-Dec. 1	<i>Mayhaven</i> <i>Atlantic Charter</i> <i>Mayhaven</i> <i>Mayhaven</i> <i>Mayhaven</i>	Shaw Steamships Montreal Shipping Shaw Steamships Shaw Steamships Shaw Steamships

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool.....	October 24-29	<i>Nova Scotia</i>	Furness Withy
Liverpool.....	November 17-22	<i>Nova Scotia</i>	Furness Withy
Liverpool.....	Nov. 27-Dec. 1	<i>Ascania</i> (r)	Cunard Donaldson
Liverpool.....	Nov. 28-Dec. 3	<i>Newfoundland</i>	Furness Withy
Southampton.....	October 28	<i>Aquitania</i>	Cunard Donaldson
Southampton.....	November 18	<i>Aquitania</i>	Cunard Donaldson
West Indies—			
Bermuda.....	October 28-30	<i>Fort Amherst</i>	Furness Withy
	November 4-7	<i>Fort Townshend</i>	Furness Withy
	November 22-25	<i>Fort Amherst</i>	Furness Withy
Jamaica.....	November 12-14	<i>Dufferin Bell</i>	Pickford and Black
Antigua.....			
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....	October 22-29	* <i>Lady Rodney</i> (r)	Canadian National
Grenada.....	November 25-30	* <i>Lady Nelson</i> (r)	Canadian National
Montserrat.....	December 9-17	* <i>Lady Rodney</i> (r)	Canadian National
St. Kitts.....			
St. Lucia.....			
St. Vincent.....			
Trinidad.....			

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Belgium—			
Antwerp.....	December 13-18	<i>Beckenham</i>	Cunard Donaldson
Colombia—			
Barranquilla.....	November 11-12	<i>A Ship</i>	Saguenay Terminals
Barranquilla.....	Nov. 30-Dec. 4	<i>A Ship</i>	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo.....	November 11-12	<i>A Ship</i>	Saguenay Terminals
Ciudad Trujillo.....	Nov. 30-Dec. 4	<i>A Ship</i>	Saguenay Terminals
Germany—			
Hamburg.....	December 13-18	<i>Beckenham</i>	Cunard Donaldson
Haiti—			
Port au Prince.....	November 11-12	<i>A Ship</i>	Saguenay Terminals
Port au Prince.....	Nov. 30-Dec. 4	<i>A Ship</i>	Saguenay Terminals
Netherlands—			
Rotterdam.....			
Amsterdam.....			
	December 13-18	<i>Beckenham</i>	Cunard Donaldson
United Kingdom—			
Avonmouth.....	November 21-28	<i>Dorelian</i> (r)	Cunard Donaldson
Avonmouth.....	Nov. 30-Dec. 7	<i>Norwegian</i>	Cunard Donaldson
Glasgow.....	December 3-11	<i>Salacia</i> (r)	Cunard Donaldson
Liverpool.....	Nov. 25-Dec. 1	<i>Fort Musquarre</i>	Cunard Donaldson
Liverpool.....	Nov. 27-Dec. 1.	<i>Ascania</i> (r)	Cunard Donaldson
London.....	Nov. 29-Dec. 7	<i>Arabia</i> (r)	Cunard Donaldson
Manchester.....	October 20-25	<i>Manchester Division</i> (r)	Furness Withy
Manchester.....	November 16-20	<i>Manchester Commerce</i> (r)	Furness Withy
Venezuela—			
La Guaira.....	November 11-12	<i>A Ship</i>	Saguenay Terminals
Puerto Cabello.....	Nov. 30-Dec. 4	<i>A Ship</i>	Saguenay Terminals

Departures from Vancouver

(r) Indicates refrigerated cargo space.

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenço Marques..	October 21 November	<i>Radja</i> <i>Manx Navigator</i>	Dingwall Cotts Dingwall Cotts
Africa-South— Cape Town.....	October 21	<i>Radja</i>	Dingwall Cotts
Port Elizabeth.....	November	<i>Manx Navigator</i>	Dingwall Cotts
East London.....			
Durban.....			
Argentina— Buenos Aires.....	October 30	<i>Ravnanger</i>	Empire Shipping
Buenos Aires.....	November 13	<i>Marinero</i>	Anglo Canadian
Australia— Hobart.....	October 28	<i>Waitomo</i>	Canadian Australasian
Melbourne.....	November 7	<i>Wairuna</i>	Canadian Australasian
Sydney.....			
Sydney.....	November 13	<i>Aorangi</i>	Canadian Australasian
Melbourne.....	October 15-21	<i>Boolongena</i>	Empire Shipping
Adelaide.....			
Belgium— Antwerp.....	October 27	<i>Seattle (r)</i>	Gardner Johnson
Antwerp.....	November 5	<i>Saint Bertrand</i>	Empire Shipping
Brazil— Rio de Janerio.....	November 13	<i>Marinero</i>	Anglo Canadian
Santos.....			
Ceylon— Colombo.....	Late October	<i>Manx Fisher</i>	Dingwall Cotts
Chile— Valparaiso.....	October 30	<i>Ravnanger</i>	Empire Shipping
Antofagasta.....			
Corral.....			
Cook Islands— Raratonga.....	November 10	<i>Waitemata</i>	Canadian Australasian
Fiji— Suva.....	November 13	<i>Aorangi</i>	Canadian Australasian
France— Le Havre.....	November 5	<i>Saint Bertrand</i>	Empire Shipping
Hawaii— Honolulu.....	November 13	<i>Aorangi</i>	Canadian Australasian
India and Pakistan— Bombay.....	Late October	<i>Manx Fisher</i>	Dingwall Cotts
Karachi.....			
Netherlands— Amsterdam.....	November 5	<i>Saint Bertrand</i>	Empire Shipping
Rotterdam.....			
Netherlands West Indies— Curaçao.....	November 13	<i>Marinero</i>	Anglo Canadian
New Zealand— Auckland.....	October 28	<i>Waitomo</i>	Canadian Australasian
Wellington.....			

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—Con.			
Auckland.....	November 7	<i>Wairuna</i>	Canadian Australasian
	November 13	<i>Aorangi</i>	Canadian Australasian
Auckland.....	November 10	<i>Waitemata</i>	Canadian Australasian
Lyttelton.....			
Dunedin.....			
Persian Gulf—	Late October	<i>Manx Fisher</i>	Dingwall Cotts
Philippines—			
Manila.....	Late October	<i>Manx Fisher</i>	Dingwall Cotts
Iloilo.....			
Cebu.....			
Society Islands—			
Papeete.....	November 7	<i>Wairuna</i>	Canadian Australasian
Papeete.....	November 10	<i>Waitemata</i>	Canadian Australasian
Sweden—			
Stockholm.....	October 27	<i>Seattle (r)</i>	Gardner Johnson
Gothenburg.....			
United Kingdom—			
Liverpool.....	November 19	<i>Pacific Unity</i>	Furness Withy
Manchester.....	November 30	<i>Pacific Shipper</i>	Furness Withy
London.....	October 13-28	<i>Lake Babine</i>	Anglo Canadian
London.....	October 27	<i>Seattle (r)</i>	Gardner Johnson
Leith.....	Oct. 30-Nov. 15	<i>Lake Nipigon</i>	Anglo Canadian
Venezuela—			
Puerto Cabello.....	November 13	<i>Marinero</i>	Anglo Canadian

Procurement Authorizations for Canada Higher

Authorizations for procurement in Canada, issued by the Economic Co-operation Administration, in Washington, D.C., totalled \$300,978,764 as of October 1, 1948. This figure represents 15 per cent of the total authorizations, amounting to \$2,012,055,851, and 40 per cent of the total "offshore" authorizations, which amounted to \$764,483,976.

Jute Substitute Found in India

A report from Calcutta states that, according to the laboratory test of the Research Institute of the Indian Jute Mills Association, the fibre of an elegant shrub which sometimes grows as high as eight feet, and known as "Chukai" in Bengal, has been found to be a good substitute for jute. It is suggested that the areas which are not considered suitable for growing jute might well be utilized for growing this substitute. (*India Commercial News*.)

Data for Exporters Compiled

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Denmark, Norway, Sweden and Switzerland. Data on other countries will be made available from time to time.

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Sydney—Dr. W. C. HOPPER, Commercial Secretary for Canada (Agricultural Specialist), City Mutual Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Ed. Metropôle, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—Office of the Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—J. P. MANION, Commercial Secretary, Canadian Embassy, 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.

Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. BACHAND, Canadian Economic Representative, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse. Frankfurt am Main, A.P.O. 757, U.S. Army.

Cable address, *Canadian Frankfurt/Main*.

Foreign Trade Service Abroad—Continued

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Turkey.

Guatemala

Guatemala City—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 114.

Bombay—C. R. GALLOW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—R. V. N. GORDON, Acting Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophiaalaan 1-A.

Newfoundland

St. John's—R. CAMPBELL SMITH, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Acting Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Afghanistan.

Peru

Lima—C. J. VAN TIGHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Foreign Trade Service Abroad—Concluded

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Cape Town—S. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—A. W. EVANS, Acting Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighbing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighbing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1. *Cable address, Cantracom, London.*

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1. *Cable address, Timcom, London.*

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.

Territory includes Bermuda.

Cable address, Cantracom.

Detroit—J. H. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit, 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—HARRY A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street, San Francisco.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.

Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Oct. 4	Nominal Quotations Oct. 12
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2070	.2060
Australia.....	Pound	.....	3.2240	3.2240
Belgium and Belgian Congo.....	Franc	.....	.0228	.0228
Bolivia.....	Boliviano	.....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	.....	.8396	.8396
Brazil.....	Cruzerio	.....	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso	.....	.5714	.5714
Cuba.....	Peso	.....	1.0000	1.0000
Czechoslovakia.....	Koruna	.....	.0200	.0200
Denmark.....	Krone	.....	.2083	.2083
Ecuador.....	Sucre	.....	.0740	.0740
Egypt.....	Pound	.....	4.1330	4.1330
Eire.....	Pound	.....	4.0300	4.0300
Fiji.....	Pound	.....	3.6306	3.6306
Finland.....	Markka	.....	.0073	.0073
France and French North Africa.....	Franc	Off.	.0046	.0046
		Free	.0032	.0032
French Empire—African.....	Franc	.....	.0079	.0079
French Pacific Possessions.....	Franc	.....	.0201	.0201
Haiti.....	Gourde	.....	.2000	.2000
Hong Kong.....	Dollar	.....	.2518	.2518
Iceland.....	Krona	.....	.1541	.1541
India.....	Rupee	.....	.3022	.3022
Iraq.....	Dinar	.....	4.0300	4.0300
Italy.....	Lira	.....	.0017	.0017
Jamaica.....	Pound	.....	4.0300	4.0300
Malaya.....	Dollar	.....	.4701	.4701
Mexico.....	Peso	.....	.....	.....
Netherlands.....	Florin	.....	.3769	.3769
Netherlands East Indies.....	Florin	.....	.3769	.3769
Netherlands West Indies.....	Florin	.....	.5302	.5302
New Zealand.....	Pound	.....	4.0300	4.0300
Norway.....	Krone	.....	.2015	.2015
Pakistan.....	Rupee	.....	.3022	.3022
Palestine.....	Pound	.....	4.0300	4.0300
Peru.....	Sol	.....	.1538	.1538
Philippines.....	Peso	.....	.5000	.5000
Portugal.....	Escudo	.....	.0403	.0403
Siam.....	Baht	.....	.1000	.1000
Spain.....	Peseta	.....	.0916	.0916
Sweden.....	Krona	.....	.2783	.2783
Switzerland.....	Franc	.....	.2336	.2336
Turkey.....	Lira	.....	.3571	.3571
Union of South Africa.....	Pound	.....	4.0300	4.0300
United Kingdom.....	Pound	.....	4.0300	4.0300
United States.....	Dollar	.....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5618	.5618
Venezuela.....	Bolivar	.....	.2985	.2985